

EAT MORE FISH AND PROMOTE THE IDEA

# ATLANTIC FISHERMAN

VOL. XIII

Registered U. S. Patent Office

JULY, 1932

No. 6



## Columbian Copperizing Lasts

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# ATLANTIC FISHERMAN

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**M**EN think that they thrive by prosperity. They are wrong—they thrive only by what they have to overcome. If they cannot overcome the obstacles of prosperity, they can no more thrive by it than they can by not overcoming the obstacles of adversity. In the false security of prosperity, they forget that prosperity has obstacles. They fail to overcome them, and their prosperity collapses in consequence. And the worst of the collapse is, that it leaves them with an impaired resolution for facing obstacles again. It seems to be a law of nature that what we get without effort we get to our harm, unless we are wise enough, once having it, to make good use of it.

To cite example is superfluous. We are living in one, to our great discomfiture. Also, it is to be hoped, to our equal enlightenment and eventual profit. The first shock of disillusion over, we will undoubtedly summon our resolution again, resume our confidence, put our shoulder to the wheel, and go forward as before. If for the moment we believe anything else, let us remember how short a time ago we believed that hard times would never come again, and that we were the inheritors of a brand new economic world. That belief was as false as the vision of a fever; and our present discouragement is as false, though quite as inevitable, as the dispirited weakness of convalescence. Of the two, the discouragement is by far the more promising, for it will be succeeded by the saving grace of common sense. We will see our obstacles in their right proportion and right value once more, and then we shall be on the highroad to recovery.

Therein lies the merit of the idea advanced in these columns last month, through the good will and good judgment of the Linen Thread Company. It is the product of sane thinking, of thinking adapted so practically and sensibly to the immediate needs of the fishing industry, that to pass it without further comment would amount to negligence. It is an idea that impels adoption and action; first on account of its obvious worth in itself, and second because it challenges a state of indecision that is obviously worthless.

People must eat something, in good times or bad. What they eat is largely habit, and habit is the child of attention. There is no reason why people should not eat more fish. We can even put it more positively, and say that there are excellent reasons, now as ever, why they should. Moreover, there is no real buying resistance to fish as a food, except what results from the general decrease in household expenditure. If fish is not getting its share of this expenditure, the loss is principally due to the decreased price of meats and other foods, which have attracted the public, always fickle and

faddish in its tastes, away from it. Fish remains an inexpensive food, and a wholly healthful and desirable one, easy to prepare and cook, distinct in character, varied and appetizing. And to the public, all sea food is fish—shell fish will profit equally with any other in increased sales, if public attention can be directed to the product as a whole. To create a marked improvement in consumption, only a reminder is necessary. And initially, this reminder needs to be brought with quite as much force to the trade as to the public. It can only be got to the public through the trade.

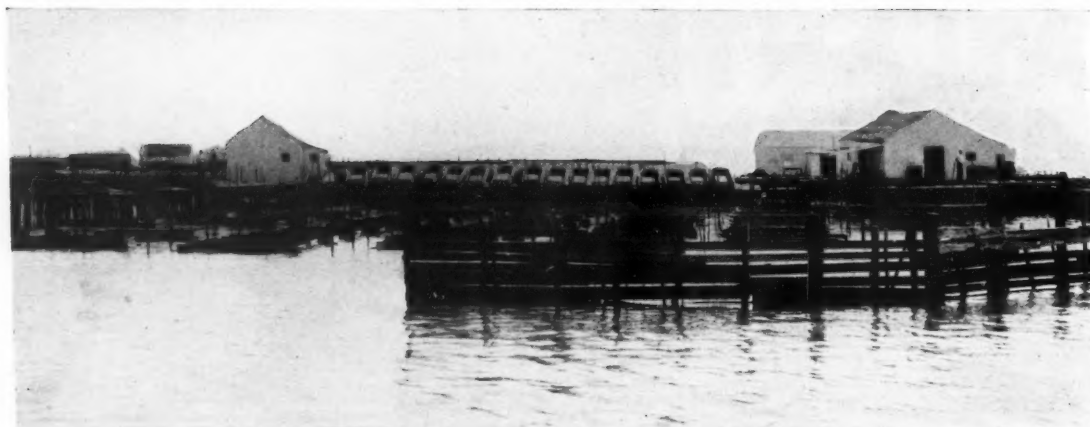
Therefore it is sensible to begin where the direct interest begins—with the fishing and allied industries, which stand in need of some moral stimulation to help them out of their present state of irresolution. If we can do something, no matter what, of a constructive character, and do it together, we have departed at once from the paralyzing counsels of doubt and hesitation. So the Linen Thread Company has taken the step that is needed first of all to end the uncertainty and aimlessness—a definite step in a definite direction. It has begun in its own organization, which is nation wide, by urging its entire personnel to eat more fish. It has begun inside the fishing industry, and outside it—for the Company deals with other industries—to promote its idea by attaching a sticker to all its mail, with the legend "Eat more fish". The stickers cost fifty cents a thousand, and that is the whole expense of the entire rational procedure. If anything can be done for as little which is worth as much, what is it?



Apparently the trade and its allied industries have already answered the question. On the appearance of the sticker, and on the brief notice of the facts in the ATLANTIC FISHERMAN, requests for stickers in lots of from 2,000 to 10,000 descended on the Linen Thread Company who is furnishing the stickers at cost. Accompanying the requests were letters showing that the idea had struck a responsive chord in the minds of their writers. The despondent invalid sat bolt upright, and decided to postpone the obsequies in favor of a fight! Such is the magic of the right thought at the right time.

So now we have, at a minimum of cost and effort, the groundwork of a common plan and purpose. If for no other reason, the idea should be generally adopted and carried out. But there is another reason—the emphatic probability of its success. Confidence is a real force; and organized action adds greatly to its force; and a clear-cut and attainable objective adds force to that.

The project offers us all three, on terms that anybody can accept. For anybody can eat more fish, and anybody can promote the idea.



*Crab pounds for shedding soft crabs at Crisfield, Maryland.*

## Crisfield, Md. The World's Largest Crab Market

By Edward Bowdoin

**C**RISFIELD is reputed to be the largest crab distributing point in the world, and it has gained this eminence during the last few decades, not only on account of its natural advantages which had long been allowed to lie dormant, but also through the enterprise and progressiveness of its citizens. It has within its limits nearly one hundred houses dealing in crabs, and some of these ship as many as fifteen hundred dozen soft crabs daily, to say nothing of the thousands of barrels of hard crabs, the number of which could hardly be computed. The latter are shipped either alive, cooked in the shell, or picked and shipped to market as crab meat or flakes. Prices of hard crabs run from \$2.00 a barrel up to several dollars, the amount being fixed by the law of supply and demand. The delicious soft crab, considered by many to be the finest product of these waters, brings at times as low as one cent apiece, and range as high as \$2.50 a dozen at the opening of the season, which is around the first of June. Too large or too small, the soft crab does not bring the best price, except in case of those first caught, which are small ones.

The big soft crab is abundant only in Summer. Nearly matured, it sheds seldom, requiring the warmth of water to effect the change. A full grown crab is worth no more than a half grown one and is not desired by first class restaurants, being used for the most part for home consumption.

A "paper-shell" is worth practically nothing—it is passing

into a hard shell—though if caught an hour earlier it might have been numbered among the fancy priced fellows.

The fleet of soft crabbers in Tangier and Pocomoke Sound and their tributaries which claim Crisfield as their home port, is away up in the hundreds, some placing the figure as high as two thousand, and they and the hard crabbers, it is conservatively estimated, bring crabs to Crisfield valued at four million dollars during the season. The crabbing grounds adjacent to this port lie both in Virginia and Maryland, and this fact is the cause of much controversy. The laws of each State prohibit the residents of the other operating within its confines and this gives rise to many border conflicts and hereditary hard feeling.

The Virginia boats during June, July and August are in constant clash with the Maryland crabbers, the crabber always fleeing across the line at the approach of the naval police, who send after him a desultory fire, sometimes returned by the fugitive.

Only once in several years has a fatality resulted from these fights, when a Maryland crabber was killed by the Virginia police, but a number have been wounded on both sides and there have been many narrow escapes. Occasionally the Virginia steamers have use for the one pound cannon with which all of them are armed, in which case the natives get behind grassy hummocks; lying flat in the water and obscured by few inches of turf, they return the fire of the police. It is then the big gun is brought to bear on them, and sometimes when solid shot does not dislodge them, cannister is necessary. Frequently retreat is so precipitous that the crabbers forsake their boats and flee, wading while the boats are appropriated by a launch from the steamer and confiscated by the Virginia authorities.

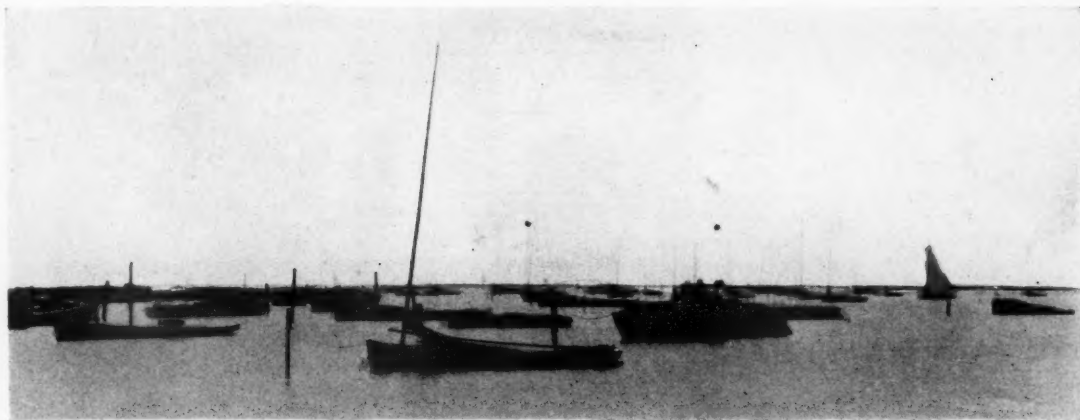
So it is readily seen that the life of the crabber is not only full of toil but is heavily spiced with dangerous adventure. The type of boat used for the most part, is a sailing craft, flat bottom and speedy, equipped with a scraper and a hand net. A few larger boats, sloops, and even bugeyes with several scrapers, handled by a crew of two or three men, work in the crabbing bottom, but they must keep in three feet or more depths, while the broader area of the soft crabs' habit usually ranges from six to eighteen inches.

Besides the sailing fleet which is equipped with scrapers or small toothless dredges, hundreds of men and boys ply the hand net in the shallow water. Some of them catch as many as a thousand soft crabs and peelers a day at the height of the season, not to mention several barrels of hard crabs. Generally the ruling price a crabber gets is two cents a piece for his soft crabs, and Crisfield regulates the price for Maryland and Virginia.

In catching the crab, the "scrape," a simple iron frame with a bag on the end made from twine, is thrown into the water. As the boat sails slowly ahead, the crabs are scraped from the



*Packing crabs in the plant of E. R. Dize, Crisfield, Maryland.*



*Skip-jacks used in catching crabs at Crisfield, Maryland.*

shallow bottoms into the bag. Then the scrape is hauled in and the contents dropped in a box. The scrape is again thrown overboard on the opposite side, while the catch is assorted, the small crabs and grass being returned to the water. The eye of the expert is trained and sure, so that at a glance, the stage of a crab's life is taken in. The peeler, or one soon to shed into a soft crab is distinguished by a faint, small, red tinge around his fin and he is afterward put into a float to complete his change of life by becoming a soft crab. No gloves are necessary except for one green to the business, for the expert crabber quickly secures the crab between his fingers while it is snapping at everything in sight, catching him by the rear fins. Thus secured the crab may nip as much as he is inclined for he cannot reach back with his muscular claws. The hold of a big hard crab is almost as tenacious and quite as painful as the turtle's bite, for it takes death to make him break away. He might appropriately be called the bull-dog of the bay.

Smith's Island, about seven miles from Crisfield, with a population of around eight hundred people, is a great crabbing center. The Smith's Island skip-jacks have a reputation for speed throughout the Chesapeake Bay. They are equipped with sail and motor, and every year during the Chesapeake Work Boat Races they always win the skip-jack race.

Tangier Island, about fourteen miles from Crisfield, located in Virginia waters, with sixteen hundred people, is another community that depends on crabbing and fishing for their livelihood. It is sometimes called the Venice of America, as the people visit each other in skiffs, and goods for the merchants of the island are delivered by boat to their back door. All types of boats are used by the watermen but the power boat is their favorite.

Deals Island, Md., and Saxis Island, Va., also furnish a large quota of crabbers, and the crabs from all these points are brought to Crisfield and shipped from this point.

Soft crabs are caught two weeks earlier on the Western Shore of Virginia than on the Eastern side of the bay. Run boats from Crisfield touch all these points, St. James, Point Lookout, and Coan for crabs for Crisfield packers.

Soft crab season begins in March in Morehead City, N. C., and several of the large packers in Crisfield have branch packing houses in that city. Among them Wallace M. Quinn Co., John T. Handy Co., L. R. Carson, and S. S. Coston, represented by Ray Parks. The season continues until the middle of May, when the packers open their houses in Crisfield.

Enough crabs were taken from the waters of the Chesapeake Bay during 1931 to extend two-thirds of the distance around the world if laid end to end with outstretched claws, it was calculated by Swepson Earle, State Conservation Commissioner.

Commissioner Earle estimated that 100,000,000 crabs were taken from the bay and its tributaries. Professional crabbers caught about 92,000,000 and amateurs accounted for the remaining 8,000,000.

### Crisfield Sea Food

**T**HE Reliable Sea Food Company of Jersey, near Crisfield, has rapidly forged to the front as one of the outstanding packers and shippers of the region.

Established some nine years ago by H. E. Helsby, the proprietor, it has made its place in the industry. The extra fine quality of its product is its own recommendation and the many calls for their sea foods show that the buyers on the Eastern Seaboard are fully alive to the demands of the consumers.

The Reliable Sea Food Company specializes in the packing of crab meat and oysters and its immediate access to the waters of Tangier Sound, together with its modern facilities for preparing and packing for the market, insures a superior product at the lowest possible cost.

The value of sea foods in the normal family larder is fully appreciated by dieticians and the laity. Oysters and crabs are especially lauded and the bugaboo concerning the oyster during certain months has been removed largely through the instrumentality of men like H. E. Helsby. Oysters are palatable and nutritious all the year around provided they come from healthy beds and are prepared under strictly sanitary conditions such as prevail at the Reliable plant.

There has been a larger run of bluefish in the local waters of the Chesapeake Bay than for several years. During the Summer months only a few people depend on fishing for a livelihood in Crisfield and most of them with a hand line. Tangier Island, Va., about fourteen miles from Crisfield engages in fish trapping from the beginning of the season, usually about March first, until freezing weather.

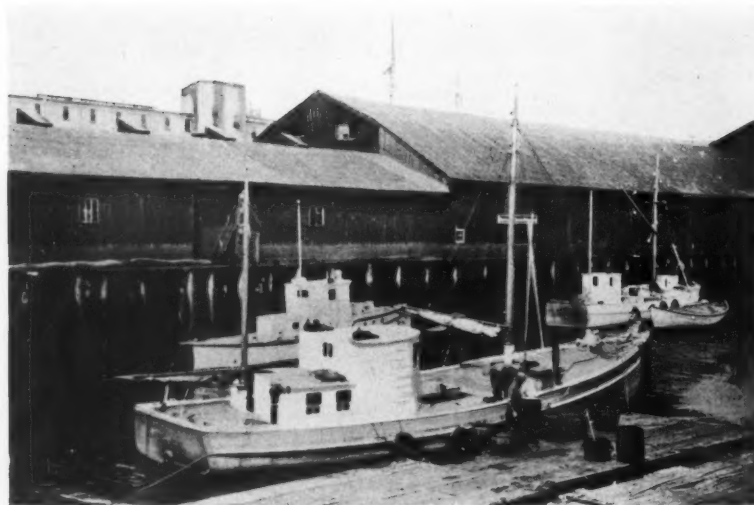
Weakfish, croakers, bluefish, butterfish and rock, are being caught in the waters adjacent to Crisfield. The weakfish, commonly called trout locally, are very large this season and bring five cents a pound wholesale at the wharf.

Croakers or hard heads are scarce this season, something not known for several years. Heretofore they have been so abundant that the fishermen sold them for the proverbial song, and often the Annamesses River was covered with croakers that fishermen had thrown overboard. Croakers are selling at five cents per pound.

W. A. Stewart & Co., composed of W. A. Stewart and Harold Poleyette are one of the largest Crisfield wholesale fish dealers.

Drum fish have been plentiful and one fisherman caught a drum weighing seventy-five pounds with a hand line. There are several fishermen engaged in catching eels.





The "Aerolite", an independent lobster well smack, owned and operated by Capt. L. H. Simmons, of Beals Island, Jonesport, unloading a trip of lobsters at the Willard-Daggett Co., Portland. She is 51 x 14 x 6 and has a 45 h.p. crude oil motor.

## Maine

### Capt. Doughty of Portland First to Land Swordfish

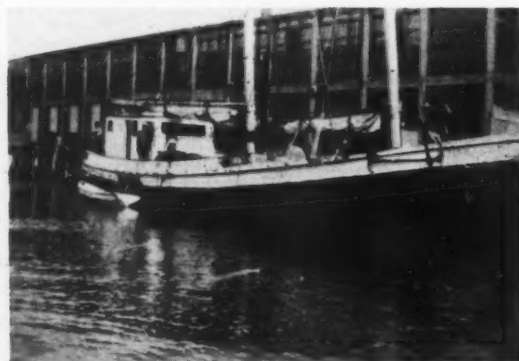
By Alfred Elden

**C**APT. Reuben Doughty, of the *Alice M. Doughty II*, won the honor of being the first Portland swordfisherman to land a swordfish fare this season. On June 21 he put in to Boston with 41 fish for which he was offered 37 cents a pound. This gave him a stock of approximately \$2,700, considered good for a first trip. Capt. Doughty reported that swordfish are so far very scarce on Georges this season.

#### Two New Crabmeat Factories

Raymond Nichols, Guy Day and Edward Davis have opened a crabmeat factory at Yarmouth, incorporated as the Casco Bay Crab Meat Co. Davis is doing the fishing while his partners handle the factory and attend to distribution. Crabmeat sells readily at from 50 to 60 cents a pound.

A crabmeat factory has been opened at Thomaston by Harold Mitchell & Son. Georges River crabs will be used and only leg and claw meat packed fresh daily. Four hands are employed at present but more will be taken on as the business grows. Delivery by motor truck is being made throughout the surrounding country.



A vessel owned by Capt. Leeman Alley of Jonesport, Me., engaged for the past 8 years in the freighting service for Underwood Canning Co., from Portland to Eastport. She is powered with a 40 h.p. Palmer.

#### 823 Miles in Six Days

In a rush to get back home to fit out for swordfishing, Capt. Harry Greene drove the little schooner *Bernie and Bessie* 823 miles in six days from St. Paul's Island, N. S., to Portland. He brought 2,800 pounds of halibut and 4,000 pounds of salt fish.

#### Squid Appear in City Docks

For the first time within the memory of the oldest water fronter, squid appeared in the Portland city docks in June and fishermen obtained many for bait by spearing them. Never have they been known to come into the upper harbor before.

#### "Virginia and Joan" Returned

The Gloucester gill-netter *Virginia and Joan* which has been absent from Portland for several months has returned and is fishing out of there.

#### Swordfishing on Georges

Captain Henry Gallant in the Rockland dragger *Pauline Bolland* has taken his craft to Georges swordfishing.

#### Herring Plentiful at Belfast

Netting herring at the City Point Bridge, Belfast, has been a paying business lately. Bushels of the fish have been taken. Nearly every poor family has been supplied. A large quantity have been salted down for Winter.

#### Fine Pollock Catches Landed at Lubec

Good hauls of fine well fed pollock are being taken around Friar's Head and landed at Lubec, retailing for 30 cents each, a low price considering the amount of food a 10 or 12 pounder contains.

#### "Eleanor" Has Dangerous Passage

Schooner *Eleanor* had to fight for her life on her way back from Georges to Portland with 21 swordfish. A bad leak that developed around her stem kept her crew at the pumps night and day. She went on the railway for repairs, and was off again for the banks.

#### Buys Two Vessels at Marshal's Sale

A. J. Harris, head of The Harris Co., ship chandlers, Portland, bought the old 75-foot fishing schooner *Kearsarge* at a U. S. Marshal's sale for \$50. The craft will probably be converted into an oil tanker. When the *Kearsarge* first went down the builders' ways over in Passamaquoddy Bay as a sardine carrier she was a mighty trim craft and cost seven or eight thousand dollars. That was many a long year ago, for she was a sailing craft before marine motors dominated the fleet. Harris also acquired for \$75 the once magnificent steam yacht *Rogue*, at one time flagship of the Portland Yacht Club, but later converted into a sardine boat. She is so old that not even the veterans of the water front know all of her history. She came here from the "Westward" and was queen of the yachting fleet for some years.



New type of lobster pot buoy shown by Walter Church of Biddeford Pool, Me. These are so modeled that they stand upright in the water when other buoys lay down flat. At bottom of picture is another popular "boy".

#### Seining Fleet at Monhegan

Quite a fleet of seiners is making headquarters at Monhegan now that the mackerel and herring season has opened.

#### Salting and Drying Fish

Rather than close their plant entirely the Cobstook Fish Co., at North Lubec, packers of smoked herring, now at the lowest figure in many years, have begun buying cod, haddock and pollock and curing them for market by salting and drying. The market for these goods is reported as quite good.

#### Gloucester Schooner Caught Between Wharves

The big Gloucester fishing schooner *Arthur D. Story*, trying to swing around in the dock at Central Wharf, Portland, became firmly wedged between the wharves. She was finally pried free. She had come in to sell 16,000 pounds of halibut taken on the Grand Banks and she also had 25,000 pounds of salt fish which she took back to Gloucester. She is 128 feet long. Capt. Arthur Grimes, her master, reported that the large mackerel are schooling in great numbers off the Nova Scotia shore 20 to 25 miles. Three years ago the *Story* was one of the three Gloucester fishermen in an elimination contest to choose America's entry in the International Fishermen's Race but was beaten by the *Progress*. Originally the *Story* was named *Mary* but after an explosion five years ago which blew off the deck and killed her skipper she was rebuilt and renamed.

#### "Feyler and Son"

Rodney Feyler, wholesale fish dealer of Rockland, besides handling fresh fish, deals in Maine lobsters, buying direct from the fishermen, and is enjoying a fine patronage from his many dealers throughout the country. Mr. Feyler keeps his cars loaded to capacity with over 5,000 pounds. Mr. Feyler's son Richard has entered the employ of his father at the plant in Rockland, and is learning the business "from the ground up", pitching fish.

Mr. Rodney Feyler states that something must be done if the American lobster fisherman is to stay in business. He believes a uniform length and a duty on imported lobsters would do much toward bringing back prosperity to the fishermen.

#### About Sardines

On July 1st Wass & Stimson, Prospect Harbor; Brown & Co., Portland, and the Wm. Underwood Co., with factories at Rockland, McKinley and West Jonesport were putting up fish.

Pres. Robert J. Peacock, and Vice-President Chester L. Pike of the Seacoast Canning Co., announce their intention of remaining in the sardine business although their plans have not yet been given out.

H. F. Sawyer & Son, of Vinalhaven, are planning on putting up a first quality sardine, smoked, in keyless and key cans, packed in salad, P. S. Y., and olive oil, and offering it in competition with the Norwegian goods.

#### Clam Digging Is Real Work

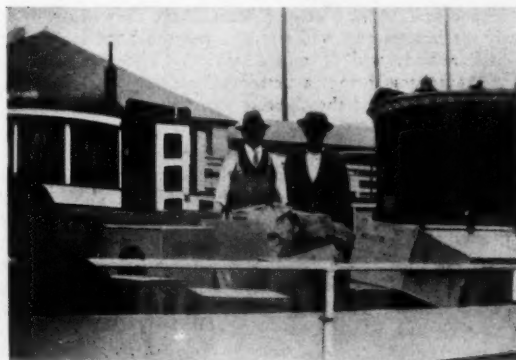
How would you like to dig clams for a living? It is one thing to dig a peck or so and roast them on the rocks for an impromptu shore dinner *al fresco*, but it is quite another to dig steadily six to eight hours a day. Yet the latter is what a large number of stout-backed men have been doing along the coast of Maine for the past three months.

The season for the clam canneries is from March 1 to June 1 and each of the many plants uses from 200 to 300 bushels of clams daily. The men begin work as soon as the tide has receded beyond the highest blow holes in the flats. They follow it out to its lowest point and back again. A good average digger produces from eight to 15 bushels on a tide. A few champion diggers reach 20 bushels. They receive 40 cents a bushel but pay a boatman five cents a bushel to freight the clams to the factories.

In a bushel of average size Maine coast clams there are 600 of the bivalves. Multiply that by 15 and it becomes apparent that a great many men are digging, washing and picking up 9,000 clams every day during the canning season. Clams grow to canning size in six months, and a year is ample time to allow for digging a second crop.

At the cannery nothing but the skin membrane that surrounds the head is discarded. The black heads are snipped off by girls with scissors, dried and ground, then sold to fish hatcheries, both state and government, as food for trout and salmon fry. The water or broth that comes from the clam is canned separately and this clam bouillon has a large sale as a beverage.

The canneries use anything large enough to can. There are no different varieties of clams used for canning on the Maine coast but they differ greatly in appearance and color owing to the localities from which they are taken. A clam taken from blue clay flats may have a shell almost black, while the clam that comes from the sand is pure white. Both are equally succulent.



Two of Maine's popular captains. Capt. Greenleaf of Boothbay Harbor, (left), and Captain Cass Brackett of Monhegan Island.

## The Vineyard Fishermen

By J. C. Allen

**J**UNE hauls abast the beam as these lines are penned, and July is showing her tops'ls above the skyline. All hands are wondering just what sort of luck she may be bringing and hauling hard for a better run than the last month's cargo.

Not but what things would have been far better than the average if conditions ashore had been normal. But with a depression on, and the whole crew of law-makers and leaders involved in a six-sided dispute over whether to let the working man drink his beer with or without legal sanction, a little thing like a fleet of fishing schooners and a bunch of out-of-luck fisherfolks don't amount to much.

Fish are plentiful, just as they were last month, but there's a pile of juvenile specimens, diminutive scup that won't average better than sixty to the dozen. Fact! The doggone things are so small that four can gill in a two-inch mesh. And there are hundreds of barrels of 'em.

The very first of the month, there was some fair luck in the sound, with butters, scup and mackerel running more or less, and an occasional day when the boys got a price for their fish. Flukes ran pretty heavy in offshore spots, but the market has been pretty well glutted with 'em.

### Handlining Season Opened

Hand-lining started just about that time, with nine boats starting out to open the season, and finding fair luck off Hyannis. But devilish poor prices when they brought home the catch.

Then the fishing luck in the traps sailed off to looward, according to custom, for the first two weeks in June are never good unless some miracle happens as it does occasionally. To add to the list of sad tidings, the lobsters took it into their heads to shed, and they put all their efforts into the job with the result that there was precious little doing among the lobster fleet, and this two weeks ahead of schedule.

But things took a turn for the better during the last half of the month, although there is much to be desired yet.

### Mackerel

The mackerel worked inshore, and quite a bunch were taken before the first run passed. The second came along, smaller fish, but marketing even better than the first in many cases.

All kinds of striped bass struck along the Cape shore, and a few have worked over into our section. Scup are still plentiful, and running large, but they are hanging to outside waters where only the hand-liners can get them. The run of sea-bass slowed up too, both inshore and off, but there are still quite a bunch being marketed right along.

Given a market such as we have had up to last year, and most of the boys would be pretty well satisfied with the way things stack up. Everything looks like a doggone fishy season, if we can just find a reasonable market.

Neither squiteague, blues, or bonita have showed up so far, but if the butters run well enough, and the Lord sends a few sea-bass, nobody will do much kicking. The poorest fish in all the seven seas brings a better price these days than what used to be considered the choicest varieties.

### First Swordfish

During the week of the sixth, the first swords were reported in Block Island, and that same week quite a bunch came into New Bedford. Our vessels were outfitted and sailed shortly before, and the first two, *Liberty* and *B. T. Hillman*, arrived in Boston the week of the fifteenth. They had forty and forty-three respectively, and they struck a good market, stocking between six and seven hundred dollars each. This was a surprise to all hands, for the price had just dropped and no such luck was expected. The first fish sold cheap, and there was every indication that the prevailing prices would be mighty low. Well, we'll see what comes next.

### Fish-Box Makes Its Appearance

June saw the fish-box make its first appearance in these

latitudes. This Southern idea was adopted by the Cape fishermen before our boys took it up, but it looks as if it had come to stay. They hold a hundred-weight of scup or bass and twenty pounds more of flukes or sole. Probably all hands along the coast have heard of them, and seen them.

Our lads found out right off the bat, however, that in spite of the double cost of packing, the boxes cost fifty cents per, that their fish brought just about twice as much, and you won't see many of them using barrels again as long as the box-makers don't go out on strike.

It looks as if this little thing might give business a mild dose of tonic or something of the sort.

## Southern N. E. Fishermen

By E. B. Thomas

**T**HE schooner *William A. Morse*, Capt. Henry Langworthy, the dragger *Marion Dorothy*, Capt. Thomas Tenglesen, the dragger *Catherine*, Capt. Burt Ford, the *Mary F.*, Capt. Earl Foster, and the schooner *Reliance*, Capt. Grover Elderidge, are among the boats of the Noank fleet to be fitted out for swordfishing.

### Swordfish Arrivals

The dragger *Betty C.*, Capt. Chris Christensen recently landed five large swordfish at Noank.

Capt. Elbert Palmer's power boat, *Roswell P.*, brought in six swordfish on the 18th. They were caught about 70 miles offshore. The *Roswell P.* hails from Noank.

### Catches 20 Pound Lobster

Capt. Ed. Dybing brought in the biggest lobster to be caught around here in several months. It weighed 20 lbs. and was sold to a Mystic man for \$6.

### Boats Overhauled

Three boats recently overhauled at Rogers yard in Noank are the draggers *Grace & Ella*, Capt. Fred Buddington, the *Frances*, Capt. "Bill" Musante, and the huge open pleasure launch, *Northern Light*.

### Towed Net Full of Fish to Noank

Capt. Charles Lewis of West Mystic recently had an unusual experience while dragging in back of Watch Hill.

While hauling his net his bridles jammed in the block on the boom so badly that he could not free it, so he towed the whole net full of fish from Watch Hill to Erastus Wilbur's dock in Noank where with outside assistance he hauled the net aboard.

### Monthly Association Meeting Held

The June meeting of The Southern New England Fisherman's Association was held on June 3, at the I. O. O. F. hall in Mystic. The meeting was not very largely attended due to the fact that most of the members were out fishing, many of them far off shore swordfishing.

Capt. John Smith presided and the meeting was called to order at about three o'clock.

In response to complaints regarding the delay in unloading trucks at the New York market, Capt. L. E. Allyn explained the methods of transporting fish by truck and unloading of same.

Secretary Joseph MacDougall announced on June 30 that there would be no July meeting of the Southern New England Fisherman's Association due to the fact that most of the members are too busy fishing to attend the meeting.

### Frank I. Rogers

All who knew him deeply mourn the death of Mr. Frank Irvin Rogers. Mr. Rogers died June 12, at the Lawrence Memorial Hospital following an operation. He had been associated with the Darrow & Comstock Co., ship chandlery in New London since 1917, and was well known by yachtsmen, fishermen, and all other people on this part of the coast who were associated with maritime matters. He was considered an authority on boats and their hardware, machinery, and rigging.



## Tri-State Cooperative

By Sandusky Curtis

CREATION of a tri-state crab packing and marketing cooperative for Virginia, Maryland and North Carolina is seen, if a plan suggested by Swepson Earle, Maryland Commissioner, is put into effect. It has been suggested to Richard Armstrong, Commissioner of Virginia Fisheries. Mr. Armstrong has expressed himself as being favorable to such a plan. The Maryland Commissioner is reported to have gotten in touch with the North Carolina Commissioner in regard to the matter.

In the opinion of Commissioner Armstrong improvement of local conditions would result. Commenting on the crab situation, just before the close of the season, June 15, Commissioner Armstrong said there was an abundance of sponge crabs. Under the tri-state plan there would be consolidation in the packing industry, which would make it possible to pack the meat at a lower price.

### Inspection Tour of Crab and Oyster Industry

A tour of inspection began Monday, June 27, that will probably be the means of a forward step in the handling of the crab and oyster industry. It is being taken by the Commission of Fisheries and was started in the heart of the oyster region on the Rappahannock River. From there the group will go to Tangier Island, center of the crab industry and on to Chincoteague and Accomac Counties on the Eastern Shore. Later Cape Charles is to be visited, the tour extending into July. York and James Rivers are on the schedule and the packing plants at Norfolk and Hampton are to be visited.

### New Engines Being Installed

In preparation for trawling activities in the future the *Malolo*, of Hampton, is at Craig Brothers to complete the installation of a 120 h.p. Fairbanks-Morse engine. The craft has been among the outstanding Southern trawlers that have been operating in and out of Hampton Roads and many were the fine catches she brought into Phoebus and Hampton last Winter.

Captain C. N. Fisher of Hopewell has ordered a 100 h.p. Kahlenberg engine for his boat, it has been learned here.

### Fish Transported by Refrigerator Trucks

Tons of fresh fish were transported from Norfolk and neighboring Tidewater Virginia cities during the early part of June, by trucks. These fish, which were carried to Northern markets, were taken by the medium of large refrigerated trucks.

Numbers of the trucks make their "hauls" to the Northern markets after using ferryage facilities from Norfolk to Cape Charles. Some of these trucks touch four states in getting the product of the sea to their market, starting at Virginia and crossing Maryland and Delaware before reaching their Pennsylvania destination.

### Fishing Good at Ocean View

The fishing season is well advanced at Ocean View and vicinity. Spots are running in the place of the shad that infested the James River earlier in the month. The spots have been biting fairly well and have been the means of business picking up for those who are running for-hire boats.

Bluefish and some croakers are also in evidence on the market and a definite effort to create more interest in, and consumption of, seafood, continues in this locality.

## New Bedford Vessels

By J. J. Killigrew

SWORDFISHERMEN prepared to get into action the middle of June and eight boats iced up at the New Bedford fish pier and the 3 and 1 and 1 from Vineyard Haven came in to rig up. Other boats to prepare for the season were the *Alva*, Capt. Joe Rocha; sloop *Rose Jarvis*, Capt. Sylvia; *John and Billy*, Capt. Louis Morse; sloop *Beret J.*, Capt. Basket of Nantucket and three Provincetown boats; the *Atlanta*, *Victory* and *Four Brothers*. Also the *Phyllis*, *Ethelvina V.*, *Leona* and *Gabriel*.

The *John and Billy* was the first New Bedford boat to go swordfishing this season.

### "Anna" Lands First Swordfish

The first swordfish of the season to come in at the New Bed-



The sail loft of the C. E. Beckman Co., of New Bedford, Mass., one of the finest sail lofts on the New England coast.

ford fish pier were brought by Capt. Henry Fortes in the schooner *Anna* of Block Island. Within an hour the catch was unloaded and marketed here in New Bedford, Fall River and New York. The price paid was 25c a pound. The catch was 26 fish averaging 200 lbs.

### Mackerel Market Improved

Improvements in the mackerel market, as a result of a week's lay-off for weather and the double holiday (June 17-20) was found by two seiners which landed 89 barrels at the fish pier here and which received 4½c for large and 1½c for small. The schooners were the *Clarence Mitchell* and *St. Peter* of Gloucester.

### Recent High-Liner

The *Jackie B.*, Capt. Post held place as a high-liner recently, discharging 45,000 lbs. of mackerel.

### Large Lots of Scallops Landed

Scallops came to New Bedford the latter part of June in large lots, with a price of 95c per gallon. Between 400 and 500 gallons were landed by the *Minnie V.*, and *Madeline and Flora*, and the schooner *Virginia R.* had 550 gallons, all landed here.

### Ready for Halibut Trip

The schooner *Viking*, Capt. Hans Haram has been painted and made ready to go to the coast of Labrador for halibut.

### "Atlantis" Leaves for Nova Scotia

The schooner yacht *Atlantis* owned by the Woods Hole Oceanographic Institute has left Woods Hole, having been loaned to the N. S. Bureau of Fisheries. She will cruise the various fishing grounds to make an intensive study of mackerel.



*The menhaden fishing fleet at Fernandina, Florida.*

## Florida Menhaden Fishing Shows Tremendous Gain

By H. L. Peace

**W**ITH the clearing up of strong Northeast winds that prevailed off the Florida Coast during the last two weeks in June, menhaden fishing is now showing a tremendous gain. Two million fish were taken by the fleet of two boats, the *J. Earl Morris* and the *Wallace Quinn* of the Quinn Menhaden Plant, in the last week in June. Capt. Walter Jones, skipper of the *Wallace Quinn*, established a new record for menhaden fishing in the South with a catch of 300,000 fish caught in two sets at the local jetties within five miles of shore, in three hours.

### Second Plant Opens

The Nassau Fertilizer & Oil Company have opened their plant for the Summer under the management of J. R. McLellan. This plant is now operating one boat, the *Seminole*, manned by Capt. Joseph H. Davis, veteran skipper, and capable of carrying 600,000 fish. However, other boats are expected to be added to the fleet later in the season.

Prices of menhaden scrap and meal have been fair in the South, scrap averaging \$30 per ton while meal has brought the top price of \$33 per ton. Very little oil has been disposed of, the prices being out of line with those being asked by the producer. Several Florida plants have turned down orders for oil at 12c per gallon, holding for 15c per gallon.



*Looking North at the quick freezing plant of the Indian River Fisheries at Sebastian, Fla. The North half is devoted to cold storage rooms, the South end to freezing and engine room and the center to shipping, while the offices are on the second floor.*

### Fernandina Boat Yards Active

The boatyards of the Nassau Shipbuilding & Engine Company of Fernandina have just completed and launched a 46-foot shrimp boat, 12 foot beam with a 45 h.p. Fairbanks-Morse engine for Felice Galino, prawn dealer of St. Augustine.

Two other shrimpers now under construction, both 46 foot boats, were expected to be launched early this month. The new boats are being built for John Santos, St. Augustine prawn dealer and each will be powered with a 45 h.p. Fairbanks-Morse.

The boatyards of Mike Tiliakos, also of Fernandina, have just launched a new 45-foot cruiser for a New York party. The cruiser will be powered with a 70 h.p. Scripps. This plant has also started on another shrimp boat, 45 feet, the keel of the boat having already been laid.

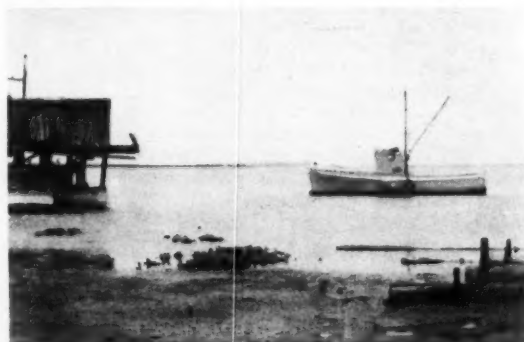
### Large Catches Made at Mayport

Some of the menhaden fish boats from Morehead City, N. C., at Mayport, Florida, were very successful recently.

The *W. M. Webb*, of Beaufort, caught 1,334,000 fish; the *Chas. S. Wallace*, Beaufort, under the command of Capt. Brodie Willis, caught 1,279,000 fish; and the *Boys*, commanded by Capt. Randolph Willis, caught 1,200,000.

### Captures Shark in Net

Capt. George Gunerson aboard the shrimper, *Nize Baby*, returned from outside waters, off the Fernandina North jetties with a 12-foot man-eating shark, estimated to weigh 1,000 pounds. The huge shark was captured in a net, while trolling for shrimp.



*The Fernandina shrimper "Foil", 38 ft. long, powered with a 40 h.p. Palmer, and equipped with the new Gause Manifold.*

### Catches First Silver Tarpon

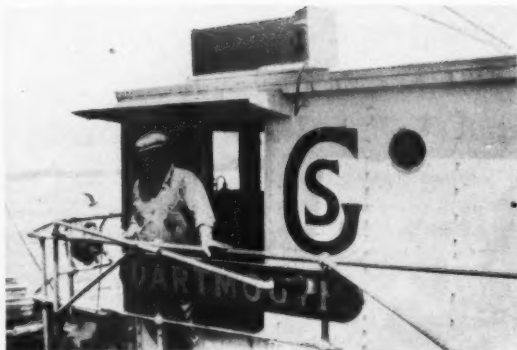
Capt. Manuel Silva, aboard the *Messagero*, fishing alongside the *Nize Baby*, caught a tarpon in his net weighing 70 pounds. This was the first silver king to be caught in local waters this season.

### New Invention by Gause

A new invention by G. R. Gause of Fernandina, Florida, converts a gasoline engine into a crude oil burner, and cuts the cost of boat operation. There have been over 40 installations in the local fleet, besides installations at Tarpon Springs, St. Augustine and Pensacola, and Brunswick, Ga. This device is a combination of a double manifold, intake and exhaust, has a circumference of about 30 inches, varying with the size of the motor, and is made of steel with two carburetors on the outer end of the intake manifold, one a gasoline carburetor and the other a gas oil carburetor, the other end of the intake manifold being made into the exhaust manifold in circular form. It is attached to the engine with couplings at each cylinder.

### Hardee in Fernandina

John R. Hardee, one of the largest raw prawn dealers on the East coast, spent several days in Fernandina on his return from Galveston, Texas, where he is operating a raw shrimp packing plant. Mr. Hardee's gulf fleet at this time consists of some 40 boats.



Captain Iver Carlson on the bridge of the "Dartmouth", owned and operated by General Seafoods Corp.

## Gloucester New Vessel Launched for Capt. Dahlmar

By E. A. Goodick

CAPT. John A. Dahlmar's new vessel, the *Superior*, was scheduled for launching July 9 at the Story yard in Essex.

This vessel, designed by Jacob Story, is 110 ft. long, 19 ft. beam, 9 ft. draft, and is to be powered with a 350 h.p. straight-eight Superior Diesel engine.

### Good Stock for "Catherine"

The schooner *Catherine*, Capt. Archie McLeod, on her recent halibut trip stocked \$6,979.67, and her crew of 27 men shared \$135 each. The vessel was gone three weeks and found a dry market when she arrived with her fare of 60,000 pounds, which ran better than half white fish.

### Lots of Mackerel on Cape Shore

Six United States mackerel seiners were off Halifax early in June and one of them, the *Lincoln*, was successful in capturing a school comprising 5,000 pounds according to the crew of the Gloucester vessel *Ruth Lucille* which docked at Halifax on the 8th. It is reported that mackerel on the Cape Shore this season were more plentiful than for several seasons past.

### Gorton-Pew Loses Two Employees

Patrick J. Kennedy, one of five brothers, all long in the employ of the Gorton-Pew Fisheries Co., died suddenly on June 21 from a heart attack. He had been in the employ of the Gorton Pew Company for more than 35 years, being foreman at the time of his death.

George A. Powers, purchasing agent of the concern, and well known in this city, was taken with a shock at midnight and died early the next morning, June 22. He was 47 years old.

He graduated from the local High School in 1900 and went to work for David R. Smith & Co., which afterward became part of the Gorton-Pew Fisheries Co.

### Capt. Pine Host at Dinner

On June 22 on the Atlantic Supply Company's wharf a dinner was tendered a delegation of some 50 Boston newspapermen, photographers and movie camera men, members of the Helen Winter Associates of Boston and their friends.

Capt. Ben Pine was host, and some 25 people who have been identified with fishing schooner races in the past were present to aid in giving the guests a pleasant evening.

A Birdseye Frosted Foods dinner was served and it was given by the General Foods Company.

Capt. Pine promised the group a party aboard the *Gertrude L. Thebaud* in Gloucester. It was in fulfillment of that promise that the function was arranged but as the guest list grew it became impractical to follow the original plans for the dinner

in the forecastle of the Gloucester racer. Instead, tables were set up on the Atlantic Supply Company's wharf and it worked out splendidly. With the tall spars and illuminated deck of the *Thebaud* in the Eastern dock and a dozen vessels tied up on other sides, the visitors had an abundance of Gloucester atmosphere as they partook of the delicious dinner prepared by the Birdseye process.

### Certain Clam Flats Closed

At the adjourned meeting of the Municipal Council a proclamation by Mayor Parker closing clam flats seeded about a year ago for a period of six months was adopted by a unanimous vote. This action is taken to prohibit the digging in the flats which were seeded last Summer.

## Long Island Fleet

By J. R. Leonard

THE Greenport fleet of schooners which have been idle practically all season are busy overhauling and painting up. Soon the most of them will be shelling, as most of the oyster companies plant their shells soon after the first of July.

### Montauk Swordfishing Fleet Increased

The first swordfish of the season was brought in to Montauk about the second week in June. For about two weeks these fish were taken about 80 miles offshore.

It is estimated that the Montauk fleet will be somewhat larger this year as swordfish is about the only fish that is bringing a decent price. Swordfishing with rod and reel has increased also in popularity.

### Large Quantities of Weakfish Caught

Commercial fishermen in Little Peconic Bay setting line trawls baited with squid, caught large quantities of weakfish, while trap fishermen and haul seiners fared but indifferently.

### Porgies and Kingfish

Porgies and kingfish were numerous and large quantities were caught by sportsmen on hook and line. One crew of haul seiners operating on the East side of Nassau Point in Little Peconic Bay deserve special mention on their care in returning to the water small porgies of unmarketable size, and small blue crabs. In past years it has been a common occurrence to see hundreds of dead porgies floating in the vicinity of such operations. The writer was privileged to observe the extreme care of this particular crew, in returning such small fish to the water entirely unharmed, and to see each and every fish swim away as lively as ever.

### Crabs and Eels

Crabs and eels are more plentiful than for a number of years. The sand eels which are the best bait for potting eels, are, however, very scarce and as eels are low in price, few are potting this season.



Interior of United Fisheries Co. store in Gloucester, Mass., showing from left to right: Manuel Domingoes, Jr., Treas.; one of the sales clerks; and Capt. Manuel Domingoes, Sr., President of the Company.





Capt. Harold Henneberry (left), of Halifax, N. S., on the "Alexandra C.", owned by the Liberty Fish & Oyster Co., Inc., of Galveston, Texas.

### Capt. Henneberry of Halifax Shows Big Fish at Galveston, Texas

**H**AROLD Henneberry, of Halifax, is showing them how down in Texas when it comes to catching big fish. Harold, it is reported astounded Galveston waterfront habitués recently by bringing in the largest rayfish, sometimes called sea-devil or devil-fish that they had ever seen. The monster measured some 15 feet across its wings, and 12 feet in length from its head to its three-foot tail.

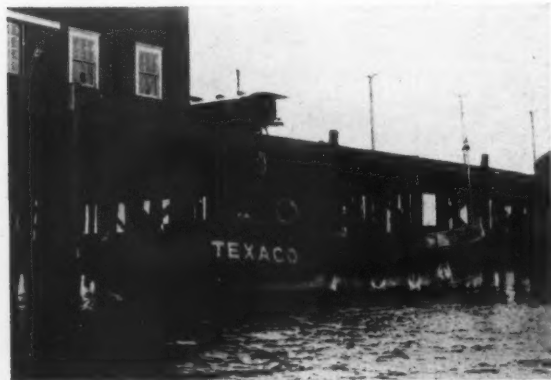
Angela Caravageli, president of the Liberty Fish and Oyster Company, Inc., owners of the shrimp boat *Alexandra C.*, of which Harold Henneberry is master, estimated that the fish weighed 2,000 pounds.

This species is rarely seen in waters near Galveston and the catch aroused such interest that the giant fish was placed on display at Pier 22, Galveston, for a full day, when it was viewed by large throngs.

Captain Henneberry said that the monster was captured 15 miles offshore and that it had become caught in one of the *Alexandra C.*'s shrimp nets. The net had to be cut before the fish could be extricated.

The diamond-shaped, ton weight had to be towed to smooth water before it could be handled by the boat's crew. Its mouth measured more than three feet across, with curious flap-like appendages on each side which the fish uses to scoop its food into the enormous cavity of its mouth. The body of the fish was about three of four feet thick.

Although not the first rayfish captured at Galveston it was the first in several years. Deputy State Game Warden Cecil S. Beasley said that it was the biggest fish that he had seen in all his life.



The Texaco tanker "Elsie Howard", owned by Leno P. Dutra of Provincetown, Mass. She is 60 ft. long, has a capacity of 2,000 gallons, and is powered with a 60 h.p. Wolverine. Mr. Dutra is also a dealer in Willard batteries and Linen Thread products.

## New Jersey Fishermen Cooperate, Abolish "Road Tax" on Gasoline

By Capt. F. Widerstrom

**T**HE fishermen of Southern New Jersey are cooperating effectively. In Wildwood the fishermen, through united effort, have obtained substantial reductions in the cost of ice, barrels and supplies. The latest result obtained was the abolishment of the "Road Tax" on gasoline. This was obtained through the efforts of the Cape May County Senator and Assemblyman who worked with the Fishermen's Protective Association to obtain this relief. A very small percentage of the boats have been Dieselized, so the elimination of the gasoline tax means a great deal to the fishermen who are working on a very small margin of profit at the present time.

Cold Spring Harbor is the mecca this Summer for boats from Maine to Florida, with Mayor George A. Redding of North Wildwood remaining the head of the Cold Springs Fisheries. A branch fish pier was operated all through the Winter season in Norfolk for the convenience of the visiting draggers who found some inconvenience in running small catches to Wildwood. Jesse Laudeman, Axel Lindholm and Harry Willse are still active in the company. Axel Lindholm is remembered as the founder of the fish business at Otten's Harbor and Mr. Willse is well known as a newspaper man.

The Union Fish Company are operating this summer and are doing fair. They have cut corners on their expenses and increased the scope of their distribution direct-to-dealer. The Taylor Brothers Fisheries at Otten's Harbor are fishing as usual with the owners actively working both at sea and ashore to further the interests of the company. Their outdoor fish market is one of the better known on the Atlantic Coast. Captain Chris Montagna of Ocean City is also operating a real catcher-to-consumer market featuring a fish pond in which live fish are kept for the convenience of his customers.

The dragger *Shannon*, of the Aspen Fisheries Products Company, has been recalled from scup fishing and is at the present time engaged in fishing for menhaden which are used for fish meal and fertilizer at the factory on the shore road at Wildwood. He also supplies the bluefishing fleet with bait.

Captain Gus Wilson, one of Wildwood's (perhaps I should say Holly Beach's) pioneer fishermen, is now skipper of the *Hildur Mabel*, and is bluefishing with fair success. That high-line bluefisherman, Captain Chris Benson, one of the few fishermen that has never forsaken hook and line for nets, is again leading the fleet both in catches and in shares made.

The story is going the rounds at Otten's Harbor and at Hereford Inlet of the fight between a huge stingray and a tiger shark that was witnessed by Captain O. Lundhom of the *Etta K.* Next time I see Captain Lundhom, I'll be checking the story and then we'll recount it for the benefit of our readers. Captain Lundhom's vessel is Diesel-equipped.

Captain George Paine, who has taken the title of the "Sea Bass King" since Captain Stanley Holmes of Anglesea gave the title up, has been fishing the wrecks on Five Fathoms Bank lately and doing well. Bass are selling for about twelve dollars a barrel this Summer. Captain Lavallate Buck of Cape May recently caught a tagged scup (porgy we call them in Anglesea) No. 86526 which had been released by the U. S. Bureau of Fisheries on October third last that had been tagged eight miles South by East of Ocean City. The fish was recaptured in the Delaware Bay below Brandywine shoals.

Just a word for Assemblyman Slaughter of Wildwood and Senator Read of Ocean City. They are to be commended for their action and untiring efforts in putting through the tax-exemption bill which we have mentioned as being one of the best things ever for the Jersey fishing industry.

## On The Boston Fish Pier

### The Big Trips for June

**I**LLINOIS, 413,200 pounds in five trips; *Spray*, 336,00 pounds in three trips; *Cornell*, 331,400 pounds in five trips; *Ebb*, 292,500 pounds in three trips; *Cormorant*, 280,200 pounds in three trips; *Tide*, 265,500 pounds in three trips; *Newton*, 259,500 pounds in three trips; *Dorchester*, 259,200 pounds in four trips; *Lark*, 254,500 pounds in two trips; *Fabia*, 238,900 pounds in three trips; *Mary E. O'Hara*, 237,500 pounds in four trips; *Georgetown*, 235,900 pounds in three trips; and *Saturn*, 230,000 pounds in two trips.

Following are some of the largest individual trips: *Lark*, 150,000 pounds on the 20th and 104,500 pounds on the 29th; *Spray*, 140,000 pounds on the 7th and 126,000 pounds on the 27th; *Flow*, 137,000 pounds on the 21st; *Joffre*, 124,000 pounds on the 29th; *Newton*, 120,500 pounds on the 20th; *Saturn*,

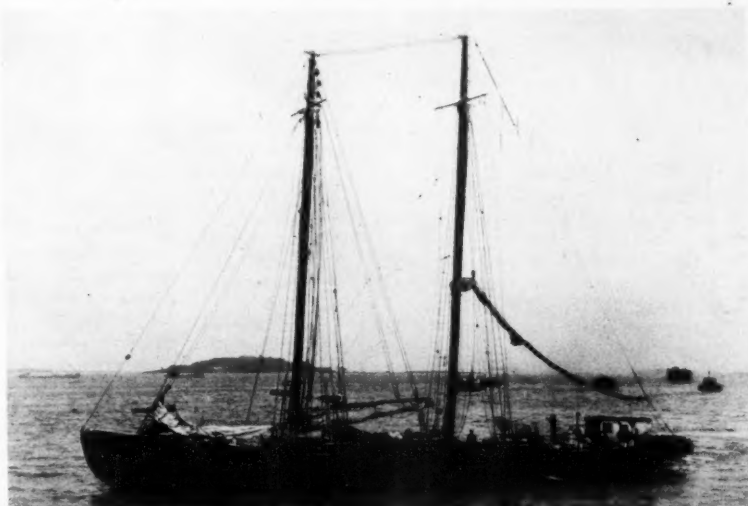
120,000 pounds in three trips; *Grace F.*, 116,000 pounds in three trips; *North Star*, 110,000 pounds in five trips; *Capt. Drum*, 108,000 pounds in four trips; *Hoop La*, 106,000 pounds in three trips; *Alicia*, 102,000 pounds in four trips.

Following are some of the largest individual trips: *Sebastiana F.*, 80,000 pounds on the 7th; *Grace F.*, 70,000 pounds on the 7th; *Nova Julia*, 70,000 pounds on the 13th; *Jackie B.*, 65,000 pounds on the 1st and 58,000 pounds on the 14th; *Natalie II*, 64,000 pounds on the 13th; *Orion*, 60,000 pounds on the 7th; *Hoop La*, 55,000 pounds on the 13th; *Joanna*, 55,000 pounds on the 22nd; *Salvatore*, 55,000 pounds on the 13th; *Serafina 2nd*, 55,000 pounds on the 13th; *Alden*, 50,000 pounds on the 8th; *Alvan T. Fuller*, 50,000 pounds on the 8th; *Gov. Al. Smith*, 50,000 pounds on the 14th; *Mary J. Landry*, 50,000 pounds on the 13th, and *North Star*, 50,000 pounds on the 14th.

### "Alpar" Lands First Swordfish

On June 13 Boston received the first catch of swordfish to

Schooner "Joffre", owned by O'Hara Bros. Co., of Boston and Gloucester, and commanded by Capt. Simon Theriault. Equipped with a 200 h.p. Atlas Imperial Diesel engine, Hyde propeller, Fathometer, Shipmate range, and what is believed to be the largest individual anchor cable ever placed on a fishing vessel, an "Amco" All-Weather rope product, 9 inches in circumference and 2,400 feet long in one piece without a splice.



111,000 pounds on the 9th and 119,000 pounds on the 20th; *Tide*, 114,000 pounds on the 6th; *Fordham*, 111,000 pounds on the 6th and 106,200 pounds on the 23rd; *Imperator*, 111,000 pounds on the 15th; *Cormorant*, 109,000 pounds on the 6th; *Mist*, 105,000 pounds on the 8th; *Ebb*, 103,500 pounds on the 13th; and *Maine*, 103,500 pounds on the 28th.

### Mackerel Arrivals

The *Sebastiana F.*, Capt. Charles Nelson arrived on June 7th from Cape Shore having 80,000 lbs. of fresh and 2 bbls. of slivered salt mackerel, and was the first arrival from there this season.

The *Grace F.*, from Cape Shore with 70,000 lbs. was only 56 hours on the trip, probably the quickest trip ever made to that shore on a mackerel trip.

Up to June 24 the receipts of mackerel from Cape Shore numbered 22 arrivals with 791,000 lbs., the largest catch made on that shore since the year 1926.

### Mackerel Receipts Above Million Mark

During the week of June 20 the mackerel fleet landed 1,033,600 pounds of fresh mackerel at the Fish Pier. They were caught mostly off South Shoal light and East of there on Georges Bank in South Channel.

The total catch of the mackerel fleet up to June 28th was 12,878,100 pounds as compared with 10,027,700 pounds in 1931.

### Big Mackerel Trips for June

*Jackie B.*, 205,000 pounds in five trips; *St. Teresa*, 143,000 pounds in four trips; *Florence K.*, 130,500 pounds in six trips; *Natalie II*, 128,700 pounds in four trips; *Alvan T. Fuller*,

come in by vessel this season, when the schooner *Alpar*, Capt. Charles Peterson reported at the Fish Pier with a catch of 32 fish. The vessel had been out just two weeks. The distinction of being the first arrival last year is also held by the same vessel and skipper. Late in the afternoon schooner *Liberty* of Edgartown, Capt. Claude Wagner, arrived with 40 swordfish.

### Large Trips of Swordfish

Following are some of the vessels that reported at the Pier with the largest number of swordfish: *Olivia Brown*, 92 swordfish on the 24th; *Barbara*, 77 on the 27th; *Jorgina Silveira*, 73 on the 24th; *Louis Thebaud*, 64 on the 23rd; *Evilina M. Goulart*, 63 on the 23rd; *Magellan*, 63 on the 29th; *Shannon*, 60 on the 27th; *Benjamin Thompson*, 50 on the 24th; *Carrie S. Roderick*, 47 on the 27th; *B. T. Hillman*, 43 on the 15th; *Evelyn G. Sears*, 42 on the 24th; *Ella M. Doughty*, 41 on the 22nd and the *Liberty*, 40 on the 14th.

The biggest day was June 24th when 400 swordfish were landed at Boston.

### "Maine" Has Quick Trip

The *Maine*, owned by the Booth Fisheries Co. and in command of Capt. Patrick McCue arrived at the Fish Pier on June 28 with 103,500 pounds of mixed fish caught on Georges Bank. She was out on the trip only 4 days and 15 hours.

### "Morning Star" Lost off Seal Island

The schooner *Morning Star*, Capt. Ben Bishop, owned by O'Hara Bros. Co., sprung a leak and was lost July 4, about 50 miles West of Seal Island. The crew of 20 men were saved by the schooner *Mary DeCosta*.

## Lunenburg, N. S.

By H. R. Arenburg

**C**APTAIN Albert Selig, who sailed the schooner *R. B. Bennett* during the Winter season has laid up that vessel from fresh fishing and is sailing the schooner *Daisy Marguerite* on the Summer salt banking trip.

The schooner *Eva U. Colp*, Captain Colp, sailed for Greenland waters salt bank fishing.

### "Mary Pauline" Ready for Coasting Trade

Recently purchased by Captain Sylvester Dumphy, of North Sydney, the LaHave knockabout *Mary Pauline* has arrived at that port and gone on the marine railway for a general overhauling. The vessel will engage in the coasting trade, and will be in command of Captain George Douglas, of Grand Bank, Newfoundland.

### M. S. "Jacqueline" Completed

W. H. J. Eisnehauer, superintendent of Ernst's shipyard and staff of men, of Mahone Bay, have returned from Liverpool, where they were putting the finishing touches to the M. S. *Jacqueline*. This boat will be in command of Captain Carl Himmelman of Lunenburg.

### Capt. Walters in Port

The schooner yacht *Kinkajou* in command of Captain Angus Walters arrived at Lunenburg and was here for some days after which she proceeded to Chester. The yacht is owned by Mr. Wilson of Montreal and has been in dock at Jacksonville, Florida, during the Winter. Captain Walters and crew left Lunenburg the latter part of April to take charge of the schooner and on the trip North called at Norfolk, Va., and New York. Some necessary repairs were made while the yacht was in port. The owner and several guests came as far as Lunenburg on the yacht, leaving for Montreal by train. The yacht will proceed to Montreal and the Great Lakes and will remain there for the Summer months and it is possible that next Fall she will cruise in Southern Pacific waters.

### "S. B. Hirtle" Sinks

Captain Paul Myra and five other members of the crew of the Lunenburg fishing schooner *S. B. Hirtle* were brought to port by a LaHave Island schooner owned by Bernard Wolfe. The members of the crew had taken to their boats when their schooner sprang a leak while about thirty miles off the coast. The schooner foundered. She had left Halifax with a load of dry fish for Porto Rico. The schooner was owned by William Duff and others.

### With the Fishermen

Drifters were still landing fair catches of mackerel at East Dover late in June, averaging about 1200 daily. These fish were passing about twenty miles offshore, so that the inshore fishermen had very little chance of making any catches. Whales are quite plentiful outside which is an indication that there are herring on the grounds. One boat from Cape Sable, drifting for herring a few miles outside Brazil Rock had a catch of six barrels of large herring and more are reported at Bon Portage.

### Arrivals from the Banks

The American seiner *Catherine Burke*, Captain Alonzo Smith, was in port with 15,000 pounds of mackerel.

Schooner *Shirley B. Corkum*, Captain Foster Corkum arrived from the Banks and landed 25,000 pounds of halibut and 30,000 pounds mixed fish.

Schooner *Managua*, Captain Edward O'Neil arrived from the Banks and landed 700 quintals of fish.

Schooner *Isabel Spindler*, Captain Willett Spindler, and schooner *Howard Donald*, Captain Guy Tanner, arrived from the Banks with good catches of fish.

Schooner *Mavis Barbara*, Captain Henry Creaser, arrived from the Banks with a catch of 1100 quintals of fish.

Schooners *Margaret K. Smith* and *Douglas Mosher* have arrived from the Banks.

The fishing schooner *Mable Dorothy*, Captain Foster Lohnes, arrived at East LaHave from the Banks and has discharged her trip of 800 quintals of fish among the fish curers.

The schooner *Ronald George*, Captain Daniel Romkey, after

a three weeks' trip to the Banks, returned to Halifax and landed 28,000 pounds of halibut for the National Fish Company.

### Makes Last Trip with Lobsters

On her last trip to Boston from Eastern Shore ports the motor vessel *Radio III*, Captain Arthur D. Himmelman, carried 112 crates of live lobsters.

### With the Schooners

Schooners *Drama*, Captain Burke and *Miss Dover*, Captain Duggan, with cargoes of salt from Lunenburg, have arrived at East Dover.

The schooner *Mark H. Gray*, a former LaHave fishing schooner, has loaded a cargo of dry fish at Gaultoir, Newfoundland for Oporto.

The tern schooner *Edith Dawson*, Captain S. White, arrived at Halifax in ballast from Bangor, Me. The *Dawson* brought a cargo of salt to Bangor from Turks Island.

The schooner *Glacier*, Captain Rose, from Salem, Mass., arrived at Halifax, in ballast. The *Glacier* was a former Lunenburg fisherman.

### "A. Halkett" Resumes Patrol Duty

Captain Ammon Zinck is in command of the fishery patrol boat *A. Halkett* which has been in Winter quarters and is now on fishery patrol duty.

## New Brunswick

By C. A. Dixon

**F**ISHERMEN of Seal Cove are preparing their nets for large herring fishing. The fish are caught in the waters off Southern Head. It is expected that there will be a fair demand for the fat beauties, in the New England states. Each boat sets from two to three nets, as this number is considered sufficient to produce all the fish that one crew can properly handle. The dulse pickers are doing fairly well this year, and a good market exists for the product. Grand Manan produces one of the best varieties of dulse obtainable anywhere in the world. Some large halibut are also being caught in the waters at the mouth of the Bay.

### Runs of Gaspereau and Shad Heaviest for Years

There have been heavy runs of gaspereau and shad in the Miramichi River this year, the oldest inhabitants declaring that the fish have never been so numerous before. The number of shad has steadily increased for the last six years.

### Pollock Causes Scarcity of Sardine Herring

Not for many years have sardine herring been so scarce in Passamaquoddy Bay as during the present season. There has not been enough fish taken to run one factory, that of Connors Bros., Ltd., on full time. The firm is specializing this year in a very choice small sardine, and the superior product is meeting with a very satisfactory demand, it is said. Even trawl fishermen are having difficulty in locating herring for baiting purposes. The invasion of Quoddy River by surface pollock schools, is causing considerable anxiety among certain weir fishermen whose sardine weirs are located adjacent to the feeding grounds of the bluebacks. Fishermen claim that the presence of large numbers of pollock prevent the normal movements of sardine herring in local waters.

### Pollock Fishing Then and Now

Fresh pollock are selling in the Passamaquoddy Bay fishing ports for three cents each and the catches are fairly steady and much larger than in the last few years. Forty years ago, pollock sold in Quoddy for two cents each, and in many cases the buyers demanded two fish for one for the smaller varieties. Almost all the men are salting their fares and drying the fish for export. The demand is said to be good, but prices low, somewhere around \$2.25 per quintal from first hands. Years ago fishermen could make a living catching fish at such low prices, due to the fact that there was very little expense as far as equipment went. All the hundreds of pollock boats were equipped with sails and oars and the men used elbow grease for propulsion purposes, when it was calm. Today the Quoddy fishing boats are from thirty to forty-five feet long and are powered with the automobile type of engine.



**Fish Plentiful Around Grand Manan**

Fish are reported as being quite plentiful around Grand Manan, but up to the time of writing the fishermen at the big island at the mouth of the Bay of Fundy have not yet been engaged in line fishing. The men have just finished cleaning the lobster gear and putting it away for the season. Grand Manan lobster fishermen have fished an unusually large number of traps this year, some of the boats having set from four to five hundred.

**Conducts Inspection of Oyster Beds**

Capt. Theodore Doucette of the Canadian government vessel *Ostrea II*, of Charlottetown, P. E. I., has been busy conducting inspection operations for the development of the oyster beds of Shediac Bay. Dr. Needler, oyster culture expert of the Department of Fisheries of Canada, directed the work of testing the oyster bottom on the Westmoreland side of the bay. He has been assisted by J. Ulric LeBlanc, fisheries inspector of Westmoreland.

**New Boat Delivered**

Arthur Wilson of White Head, Grand Manan, had a new boat built at Salmon River, N. S., this Spring. The fine new craft is 38 feet long and 8 feet 10 inches wide. It was towed from Nova Scotia by Carl Small and Stewart Morse by Quinton Small's powerboat *Carl and Francis*.

**Canso Fishmeal Plant****By Cecil Boyd**

THE Nova Scotia Seafoods, Inc., a New York firm, which acquired the idle plant of the Robinson Glue Company at Canso a few months ago, for the purpose of engaging in the manufacture of fishmeal and similar products, are actively engaged in getting the plant ready. The old pier has been repaired and extended by Contractor S. W. Hagarty, of Monastery, N. S., and machinery to be installed is now on the way, and expected to arrive soon. Mr. John Brown, fishmeal expert, who will be in charge of the manufacturing end, arrived back from New York last week, accompanied by J. Garlich, of Bayonne, N. J., the engineer who will install the new machinery.

**The 1932 Lobster Season**

The 1932 lobster fishing season for Guysboro County district closed on June 30th. An extension was asked for, but was not granted. The season this year was a fortnight longer than the usual one, as it opened on April 6th instead of the 20th of April as formerly. Owing to the dullness and poor outlook in other lines, there was a decided increase in this area, in the number of fishermen engaged, and the total catch was probably larger, but, on the whole, the returns to the average fisherman were not extra good compared to other years. This was owing, of course, to the lower prices prevailing. Particularly was this true of the men who fitted out new this Spring, the cost of outfitting cutting in on their receipts. The old timers, with their gear on hand at the start, generally fared better. The season, although cold and backward, was not destructive of gear, with the exception of the extra fortnight at the beginning, when there were a couple of Easterlies, which did some damage.

The shipments of live lobsters to the Boston market by the Government subsidized service were large, but the returns were of rather a speculative nature. Sometimes, different crates on the same smack and shipped by the same fisherman, would show widely different values. In some cases, the large number counted as "weaks" on arrival at Boston, cut down the receipts. The approximate number of crates of lobsters shipped on these carriers from Guysboro and Richmond Counties, (the latter being brought here for shipment), are as follows:—From Canso, 1106; brought to Canso for shipment, 1541; from Dover, 809; from Port Felix, 1142; from Whitehead, 958. The Cape Breton season did not close until the first of July, so that several cargoes were on their way after the closing of our local season on the 20th.

**St. John Salmon Zone****By M. E. McNulty**

THE St. John Fishermen's Association is active in combatting the heavy importation of Newfoundland salmon into the St. John zone. The association lodged a formal protest against the Newfoundland salmon with the Department of Fisheries at Ottawa. Sought by the Association are the following restrictions: (1) a duty of 5 cents per pound on the imported salmon; (2) that all imported salmon be plainly marked with the country in which it originates; (3) that the selling of imported salmon in the guise of local salmon be punished by a heavy fine, for the first offense and a jail term of at least a month for the second offense. Meetings of protest against the Newfoundland salmon have been held at West St. John (Carleton), Lorneville, Dipper Harbor, Chance Harbor, Musquash, all within St. John County. The Newfoundland salmon are available at such a low price that they can be bought on the big island colony, and shipped by rail and water to St. John, where they can be sold as low as 12 cents per pound under the local salmon, and yet make a good profit for the handler. The Newfoundland salmon has also been shipped heavily to Boston and New York, marring the demand for the Fundy-St. John salmon. The St. John fishermen say they cannot compete with the low prices placed on the Newfoundland salmon, and must have help from the Dominion Government.

Among the veteran fishermen who favor strong restrictions against the dumping of the Newfoundland salmon into St. John, and anywhere in Canada, whether for re-shipment to the U. S. or not, are the following St. John men: J. Fred Belyea, William H. McCallum, Edward Walsh, John Sullivan, Leonard Logan, William H. Spence, Sam Silliphant, Andy Harned, Jack Ward, John McDaid and McGinnis Brothers.

**Lighthouse Keeper Receives Medal**

Henry H. MacNeill, who has been lighthousekeeper at both Dalhousie and Douglas Island, at the mouth of the Restigouche River, and active in the smelt fishery for 52 years, was the recipient of an imperial long service medal. Mr. MacNeill has had charge of the two lighthouses for more than a half century, and is still going strong. Incidentally, he has been engaged in smelt and other kinds of fishing around the Bay Chaleur and Restigouche River.

**Over-Abundance of Gaspers**

The fishermen of the St. John area hope there will be no more gaspereau conditions like this year. Although there was an abundance of the fish, both for the drifters and the weirmen, the prices flopped terribly. It was impossible to get more than 25 cents per 100 gaspers, and the rate fell down as low as 20 cents. In the old days, the curers would smoke and pickle most of the gaspers that were caught, and there was no difficulty in getting at least a cent each for them, at that market. For the retail trade, the price rarely went below two cents each. Now, the curers are off the gaspers. This is due to the collapse of the West Indies market. In the old days there was a great demand for the pickled gaspers by the barrel from the islands of the British West Indies, where cheap food has been sought. Somehow or other the West Indians have turned against the pickled gaspers, and the volume shipped to the islands this year is not expected to be more than 25 per cent of what it was 25 years ago.

During the war, the fishermen had no difficulty in getting five cents each for the gaspers, and sometimes higher when sold to the retail trade, or house to house canvass. This year millions of the gaspers were released from the weirs around St. John harbor because the price was so low, and the drift boats were kept in the slips while the fish were at their most plentiful stage. Some of the weir owners gave the gaspers away to deserving families rather than harvest them.

## Netting for Every Fishing Use

**Gold Medal Cotton Nets  
A. N. & T. Coy Linen Nets**



**Manila Trawls—Flounder Drags  
Gold Medal Seine Twine  
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Nets, Seines, Traps and Webbing  
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## Boat Builders, Engines and Supplies

### CONNECTICUT

**NEW LONDON**—Dumont Inc., Marine Service, New London's boating headquarters, have on display in their fine show room a complete line of cruisers and runabouts, and are dealers for Willard batteries, Hyde propellers, Lux and Fyre Freez fire extinguishers, Kermath marine engines and Good Gulf products. The Company operates a boat taxi for commuters, which includes a fleet of cruisers and runabouts always available at their Dumont Inc. Pier, located near the N. Y., N. H., and H. railroad terminal.

### MAINE

**THOMASTON**—Chas. A. Morse & Son have just completed remodelling a navy rowing cutter into a pleasure and fishing boat with a raised deck, for William Erickson, President of the Trimount Dredging Co., of Boston, to be powered with two 25 h.p. Palmer engines, and equipped with Hyde propellers and Willard batteries.

### MASSACHUSETTS

**BOSTON**—Walter W. Hodder Co., Inc., recently opened their new quarters opposite the South Station. Jos. P. MacDonald, General Manager, advises that the Hodder Company will stock Columbian rope, Willard batteries, Wilcox-Crittenden marine hardware, Monel Metal and Tobin bronze propeller shafting, National Lock Washer products, and Cities Service products. They will act as sales agents for the following: Kermath, Red Wing and Farr gas engine, and Winton Diesels; Chris Craft, Dee Witt, Richardson, A. C. F. and Wheeler pleasure craft, all of which are on display in their show room. They will also stock a complete line of ships supplies. The Company's cold storage facilities consist of 7,000 cubic feet supplied from an extra large Kelvinator. The Company's supply boat *Dotanlil*, powered with a 50 h.p. Superior Diesel, provides a fine service to and from vessels docked at other berths or in the stream.

**GLOUCESTER**—The United Fisheries Company store carries a complete line of fishermen's supplies, including Plymouth rope, Portuguese nets, Willard batteries, Goodrich cutless bearings, Henderson & Johnson paints, Vacuum boots, Frost oilskins, and Steele Supply Co. fish baskets. The Company also operates a fishermen's supply store on Northern Avenue, Fish Pier, Boston. Besides being one of the largest and most progressive fishermen's supply companies in New England, this Company operates 14 fishing vessels, including trawlers and draggers, which are numbered among the best producers of the fleet. Capt. Manuel Domingoes, Sr., is President of the Company, and Manuel Domingoes, Jr., is Treasurer.

**NEW BEDFORD**—The C. E. Beckman Co., has been in continuous operation since 1834, when the business was first established as a sail loft by Simpson Hart.

In 1834, and for many years afterwards, whaling was the principal business of New Bedford. The whaling industry was carried on mainly by square rigged vessels requiring thousands of yards of canvas for their sails. Mr. Hart did a good business, and at his death left the business to his son, Thomas M. Hart. His son associated with himself, under the firm name of Thomas M. Hart & Co., James C. Briggs and Oliver W. Cobb. After the death of Thomas Hart and the resignation of Oliver Cobb, Mr. Briggs became associated with Charles E. Beckman. The firm name subsequently became Briggs and Beckman. At the death of J. C. Briggs the business was incorporated under the name of C. E. Beckman Co., which name it still bears.

About 1880 the business was expanded by the addition of a store for the sale of fishing supplies and marine hardware. This department today carries one of the largest and most complete stocks of fishing and yachting supplies in New England, among which are New Bedford cordage, Plymouth cordage, Eveready dry and hot shot batteries, Linen Thread products, Mustad and Pfeuger hooks, Shipmate ranges, Tobin Bronze

## GIVE HIM ENOUGH ROPE

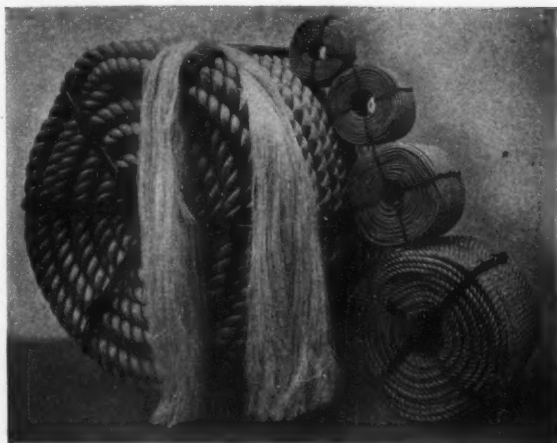


TO KNOW BY EXPERIENCE WHAT A REALLY GOOD ROPE IS, AND YOU'LL FIND HIM EQUIPPED WITH NEW BEDFORD MARITIME MANILA — THE ROPE BUILT ON NINETY YEARS' EXPERIENCE WITH THE FISHERMEN.

NEW BEDFORD CORDAGE CO.

ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK  
MILLS, NEW BEDFORD, MASS.  
BOSTON OFFICE, 10 HIGH ST.  
CHICAGO OFFICE, 230 W. HURON ST.



up to 1½ inches in diameter, Champion and A. C. spark plugs, Ritchie compasses, Samson log lines and Massillon fish baskets.

The sail loft is one of the finest on the New England coast, where an extra large stock of Oceanic duck and Wamsutta canvas is carried on hand at all times, and expert sail makers are kept busy making sails for fishermen and yachtsmen.

The buildings of the Beckman Company take in nearly the length of a city block and consist of five departments: sail loft, marine store, electric service station, radio, mechanical and refrigeration departments.

At the present time the company has 35 people on the payroll, including several salesmen calling on the boat builders, supply dealers and allied trades of the fishing and yachting industry, in the territory of Southern Massachusetts and Rhode Island. The present officers are J. F. Briggs, President; Carl Beckman, Vice-President, and Mary Cabral, Treasurer.

Franklin W. Hatch, rope and twine distributor for Southeastern Massachusetts has

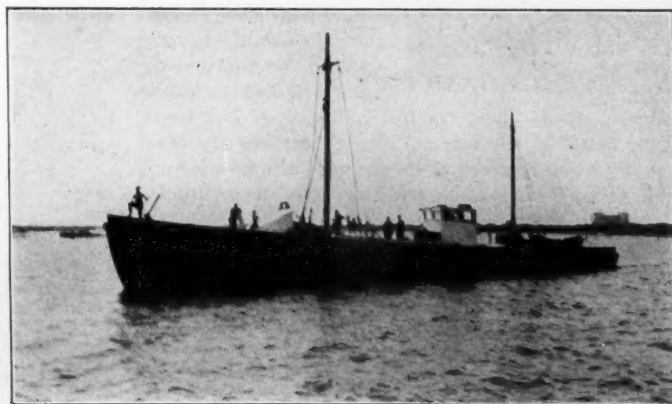


General supply boat of the U. S. Coast Guard, Elizabeth City, N. C., powered with a 45-54 h.p. Kablenberg oil engine.

built up a fine wholesale business for this part of the state as distributor for Columbian soft fibre products, Plymouth hard fibre products, Linen Thread products, Carter's oilskins, Mustad hooks and A.-P. life preservers. Mr. Hatch was a salesman for several of the leading rope manufacturers for 30 years, previous to going into the business for himself.

## RHODE ISLAND

WICKFORD—Charles B. Byrne, wholesale and retail fish and shellfish dealer, also of Providence, has been connected with the industry for 42 years. In connection with his wholesale and retail establishments at both Wickford and Providence, Mr. Byrne also does a large fishermen's supply business in "Amco" and Plymouth rope, Carter's oilskins, and a general line of fishermen's supplies.



The "Anna M.", a converted 110 ft. sub-chaser, owned by Capt. Harry Mogck of Cape May, N. J., and commanded by Capt. Herman Roberg. She is powered with a 150 h.p. Wolverine Diesel.



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Manufacturers of the well known

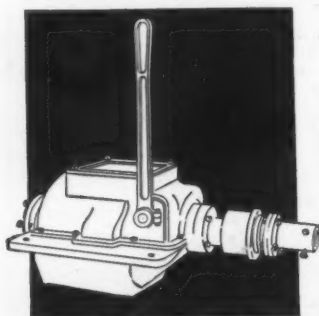


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### NO BANDS TO SLIP

It delivers the power 100% forward, and 80% in reverse. It is fully enclosed and runs in a bath of oil, so that the devastating effect of sand and salt water are eliminated.

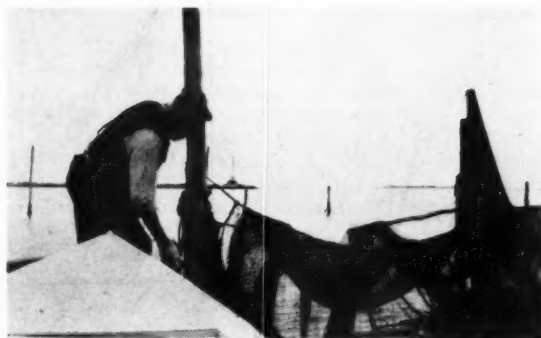
Both ahead and reverse positions lock securely. You need not keep your hand on the lever. Palmer Clutches are also made as independent units and may also be used on other than Palmer Engines. All are smooth and quick.

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Capt. Fred N. Burdick at the East breakwater trap, set off Stonington, Conn.

## Rhode Island Reduced Trap Catches May Be Due to Otter-Trawling

By Howard F. Burdick

FIFTEEN years ago when otter-trawling was in its infancy, one far-sighted fisherman whom I know, a handliner, made the remark that the "draggers" would, in time, force the trap fishermen out of the picture. My father and my uncle, who had been in the trap business for 40 years, laughed at the supposition. They had experienced lean seasons, to be sure, but they had likewise always made it up the following. When the pioneer draggers first started "scratching" the bottom, my folks were in the hey-day of their success. It did seem a hazy prediction to make; that dragging could possibly supplant trapping.

Of course, fifteen years ago, only a comparatively few fishermen were in the dragging game. It began to prove so successful a mode of fishing, however, that more and more men entered the field until, at the end of half a dozen more years, otter-trawling was the principal type of fishing along the Rhode Island and Connecticut shores. About five years ago, ten from the date of the prophecy, the results of the intensive dragging commenced to make themselves manifest. Flounders grew alarmingly scarce and weak-fish even commenced to dwindle. Then mackerel, in numbers, began to fall off. Bass, scup, butter-fish and menhaden grew ever scarcer until, at the present writing, the trap-fishing in Southern New England is merely a shell of its former self.

When the absence of flounders began to be noticeable, we could understand that. The draggers' particular prey were flounders, dabs and fluke. What puzzled us was that the top fish, like weaks, mackerel, butters, scup, etc., should slack up too. Then somebody suggested that the otter-trawls, being dragged over the bottom everywhere and constantly the year round, would surely break up the spawning of such fish and scatter them far and wide.

I have heard an intelligent man in the dragging business roundly score trap-fishing as being most destructive of small fish. This is to some extent true and could be far more so if the trapmen did not do all in their power to save the fry.

In my own experience with my father I have worked by the hour in a stooped position, culling out small scup and butterfish and returning them to the water so that they might live. This can be accomplished by pursuing the school of fry into one end of the pocket and working carefully with hand dipnets; making a scoop that takes in several hundred fry and maybe three or four salable fish at the same time. By quickly snatching out the big fish and immediately emptying the net-full of fry over the top-line, most of them will live.

The dragger has no way of knowing, however, just how many millions of eggs and fry he is annihilating by the

dragging of his net all over the ocean's bottom. Director Crie, of the Maine fisheries, has shown how the practice of "gibbing" mackerel on the grounds has been destructive of propagation. Can gibs do any more harm than nets? About the only ground which the draggers leave alone around this section is a rocky area and I don't believe there are many species which spawn in such localities.

One of the saddest conditions in trap-fishing is that of being stationary. If the various species of fish do not come along in schools through the trap fishing area as of yore, why, of course, the traps cannot catch them. Perhaps too, the driving of bait, sand eels, herring and the like, would be a decided negative factor for the traps. If the bait does not work along inshore and through the trapping area each season, it is unreasonable to expect many food fish to "follow up". The fact that there is less bait inshore than formerly, would seem to me to indicate that something was driving and scattering it far and wide. So 'twould seem that after all that prophecy wasn't so far off the target.

#### Capt. Nugent's Unusual Catch

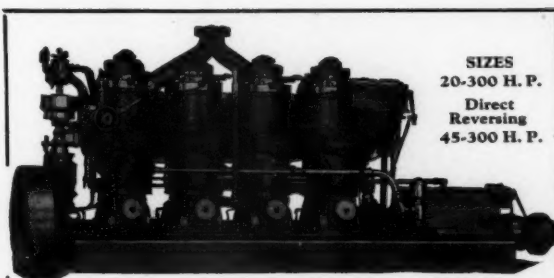
Capt. David Nugent of Westerly, R. I., made an unusual catch of striped bass in Little Narragansett Bay on the morning of June 21st. The fish averaged between twenty and thirty pounds and the catch totaled 1115 pounds in weight. The largest weighed 32 pounds. They filled five sugar barrels and were shipped to New York where the smaller ones sold for 30 and the larger for 15 cents per pound. These bass were caught seining in a shallow cove and is the largest haul of large fish on record for the Bay.

#### The Radio Telephone on the "Gertrude M. Fauci"

CAPT. Leo Doucette, skipper of the *Gertrude M. Fauci*, said on his arrival at the Boston Fish Pier on July 5, in an interview with the ATLANTIC FISHERMAN, that the new radio telephone far exceeded his expectations as to ease of hearing distinctly. He stated that it took only two minutes from Georges Bank to get Mr. Fauci, of the Fauci Oil Co., at his office. The chief engineer called Walter Crowninshield of the Pier Machine Co., and members of the crew called their homes several times with the same excellent results. The Captain says it is just as simple and easy as using a telephone on shore. Simply taking down the receiver, after turning on a switch, he calls for W. O. W. the Marine Telephone Station, asking for the Marine Service. That operator immediately connects him with the desired number. A button is pressed down when talking from the vessel and released when listening, while on shore one uses only the regular telephone facilities. For the 10 day trip the Captain said they used the telephone from 30 to 50 times each day. This radio telephone is Western Electric Company equipment, leased through the New England Telephone and Telegraph Company.



Capt. Leo Doucette of the "*Gertrude M. Fauci*".



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Reversing  
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## TANGLEFIN NETTING



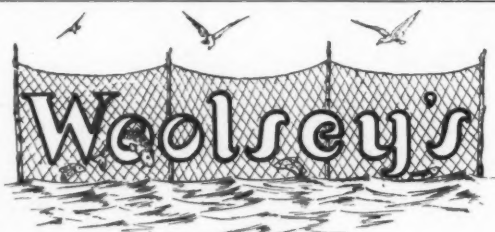
*catches more fish*

LINEN AND COTTON GILL NETTING  
SEINE-POUND AND TRAP NETTING

MANUFACTURED BY  
NATIONAL NET & TWINE CO. INC.

80 FEDERAL ST., BOSTON, MASS.

BRANCHES AT GLOUCESTER, MILWAUKEE, ERIE AND JACKSONVILLE



Improved

**Red Fish Net Preservative**

Takes 50% reduction. No heating. Will not settle dry or hard while using. Adds life to your nets and is economical.

**Copper Oleate**

The World's Best

Guaranteed 9-10% copper content. Uniform color and quality. WILL CUT WITHOUT HEATING. It's the best—Why buy anything else?

**"Caw-Spar" Varnish (100% Bakelite)**

Scientifically made. Has no superior. No special thinner required. Durable, impenetrable. A trial will convince you.

**Copper BEST Paint**

For boat bottoms and net stakes. Reputed the best for 78 years. Has no equal today.

Yacht Whites

Deck Paints

Marine Varnishes

Have you heard about "Toxicop" the new bottom paint with the six months' guarantee? Write for details.

**C. A. Woolsey Paint & Color Co.**  
Jersey City, N. J.

Send today for your copy of our new tide calendar

**FISHING GEAR**

for Deep Sea Trawlers and  
Draggers, including Nets,  
Ropes, Twines, Doors, V. D.  
accessories, etc.

**Stored and sold by:**

MR. F. W. WILKISSON  
16 Fulton Fish Market  
New York City

JOHN CHISHOLM  
FISHERIES CO.  
35 Wharf St.  
Gloucester, Mass.

H. W. NICKERSON & CO.  
15½ Fish Pier  
Boston, Mass.

MR. D. F. MULLINS  
Pier 4,  
New Bedford, Mass.

THE ATLANTIC & PACIFIC FISH CO.  
21 Fish Pier, Boston, Mass.

**The Great Grimsby Coal, Salt  
& Tanning Company, Ltd.**

Head Office and Works:  
Grimsby, England

**Provincetown**

By J. C. Johnson

**S**EINING began here on the 21st, the *Wallace and Roy*, Capt. William O'Donnell, landing 3,000 lbs. of small mackerel, and *James M. Burke*, Capt. John O'Donnell, 600 lbs. of mackerel and 25 bbls. of medium herring. S. S. Sklaroff & Sons bought the *Wallace and Roy* catch for shipment to Philadelphia. The freezers the middle of June started stocking with mackerel from the weirs and dory netters, the latter receiving a cent and a half, while the Boston price was 4 cents. Whiting brought \$1.00 an Irish barrel.

**Big Mackerel Day**

The big mackerel day was June 16, when the freezers took 25,000 pounds, which was the fleet's catch. Sloop *Pearl*, Capt. Alton Doggett, landed 2,200 large net mackerel. Among dory netters, Joseph Silva had 2,060; Antone Prada, 1,400; Joe Perry, 1,800. Eighteen barrels were drawn from a weir by Capt. Ulysses Simmons' boat. Since then the dories have averaged around 500 pounds to a trip; two and a half pound fish for the most part.

**Record Haul of Scallops**

The small scallop fleet staying on is producing 100 to 150 gallons to a trip. On the 21st the *Minnie V.*, New Bedford, brought in 181 gallons. Early in June the record scallop haul of the season—570 gallons—was landed by the *Addie May*, New Bedford, Capt. Louis Doucette.

**"Barbara C." Left for Bluefishing**

Sloop *Barbara C.*, Capt. Joe King Cross, left on the 16th for bluefishing out of New York. A half dozen local boats have left for swordfishing in Nomansland waters.

**FlakIce in Boston**

**B**ESIDES furnishing FlakIce to most of the Atlantic Ave. fish and lobster dealers, D. F. Dean, Manager of the Commercial Wharf Branch of the Metropolitan Ice Co., distributors of FlakIce, advises the ATLANTIC FISHERMAN that already several of the fishing vessels are "icing up" with FlakIce, and now that the Company has three machines making FlakIce at their Somerville plant, it is expected that the service will be enlarged sufficiently to take care of more vessels.

Mr. Dean points out that the fish dealers are able to pack the fish more closely, and get better refrigeration. FlakIce also prevents the fish from being cut by sharp or jagged edges. Mr. Dean states as an added advantage of FlakIce that there are 13 barrels to a ton.



One of the Metropolitan Ice Company's trucks delivering a load of FlakIce to the Penobscot Fish Co., in Boston.



### Urges Help for the Lobstermen

**H**ORATIO D. CRUE, Director of Maine Fisheries, in an interview given to the ATLANTIC FISHERMAN, says: "Few people seem to realize the hardships that the lobster fishermen have to endure even under normal conditions in order to pursue their daily vocation of lobster fishing."

"During the winter months the men who are engaged in this particular work have to go many miles from their homes, work in icy water and take the weather as it comes. Oftentimes they go to their traps with the thermometer hovering around zero, then after their traps are hauled they sometimes have to make a ten mile run to their homes, with the ocean spray flying over them all the way and freezing wherever it strikes as their boats plow along through the waves. Such conditions are real hardships for the lobster fishermen."

"At this time they are receiving a very small price for their lobsters and still the consumer has to pay as much for lobsters as he did when the fishermen were able to earn a living wage. There is now and always has been too much difference in the price the producer receives and the price the consumer pays for lobsters. The retailer, the restaurant and the hotel men should follow the market and give the consumer the benefit of the low prices and depend on volume for their profit."

"One might be led to believe by the letters that have been written that an advance of ten cents per pound on lobsters, which would give the fishermen a living wage, would put every hotel, and restaurant out of business. Such a statement is absurd because the hotels have paid in the past nearly double the present price for lobsters that they are paying today, and few, if any, have changed their price to the consumer since the advent of cheap lobsters, when lobsters are so cheap that the fishermen cannot possibly exist on what they earn."

"Some people would like to make the public believe that a cheap lobster that did not weigh more than a pound is an angel of mercy sent down from heaven to give the consuming public a cheap food, when in reality it is the devil in disguise so far as the producer and consumer are concerned."

"Every person who sells lobsters caught in the coastal waters of the United States should emphasize that fact by placing a card in the window where he exhibits his product and I believe if every lobster could be tagged in some manner showing it was caught in U. S. waters, that it would improve the sale of our high grade product. I also believe that a representative from every lobster producing section of the United States should meet annually at some central point and work out plans to improve conditions and to combat any obstacle that confronts them."

"Every person should realize that he must spend his money for a native product in preference to a foreign product if he wants to harbor prosperity."

### Kahlenbergs Help Lake Fishermen

**A**T Rogers City, Michigan, up at the Northern end of Lake Huron, fishing is carried on throughout the long stormy Winter months in spite of snow, ice and cold weather. Four Kahlenberg powered boats (a fifth is being added this year), break the channel open out to the rough waters of Lake Huron.

In Bulletin No. 45, published by Kahlenberg Bros. Co., Two Rivers, Wisconsin, is an interesting picture showing the two largest boats, *Tramp* (100-120 h.p.), and *Katherine V.* (75-90 h.p.) forcing their way through heavy packed harbor ice.

This bulletin makes reference to the *Triangle*, owned by the Triangle Fish Co., powered with a 45-54 h.p. Kahlenberg and used for towing scows and transporting freight in Northern Ontario.

Illustrated in this same folder is the *Pennant*, owned by Capt. Frank Uhlein, and powered with a 45-54 h.p. direct reversing Kahlenberg operating with the St. Augustine, Florida, shrimp fleet.



## Impervo MANILA ROPE

Impervious to the Elements and to  
Wet and Dry Rot

**FLEXIBLE—DURABLE  
STRONG**

*The Fishermen's Own Rope*

**WHITLOCK CORDAGE CO.**

46 South Street  
New York

226 State Street  
Boston



"The better  
your hooks  
the better  
your luck."



1832

1932

## They Hook More Fish, Hold Better, Last Longer

From inshore grounds to the most distant banks, Mustad Key Brand Fish Hooks get bigger catches. They hook more fish and stand more pull.

Known the world over for superiority and long the most popular. Made in all styles and finishes, with every modern improvement. The world's toughest hook steel with keen, durable point and barb.

*"Right in shape, temper and finish"*

**O. MUSTAD & SON**

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Largest manufacturers of fish hooks in the world.  
Sidney R. Baxter & Company, Agents  
90 Commercial Street, Boston, Mass.

Mustad  
Halibut  
Hook  
No. 6284  
Shown  
1-2 size

Established  
in 1832

## HATHAWAY Flax Packed Stern Bearings

A combination stern bearing and stuffing box. The entire bearing length is composed of tightly compressed paraffin impregnated flax packing. There is no contact between the shaft and the metal housing.

These Prices were Reduced 10% March 1st

Size	Price
1"	\$ 8.50
1 1/8"	9.25
1 1/4"	9.50
1 3/8"	12.00
1 1/2"	12.00
1 3/4"	16.00
1 3/4" Extra Heavy	27.00
2"	36.00
2 1/4"	52.00
2 1/2"	72.00
3"	125.00
3 1/2"	145.00

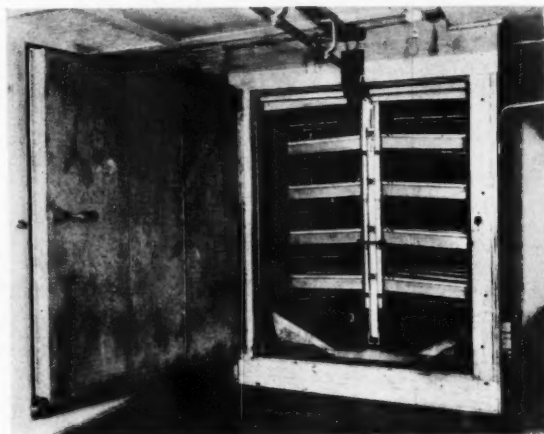
also larger sizes

Prices F. O. B. New Bedford

**Hathaway Machinery Co.**

New Bedford

Massachusetts



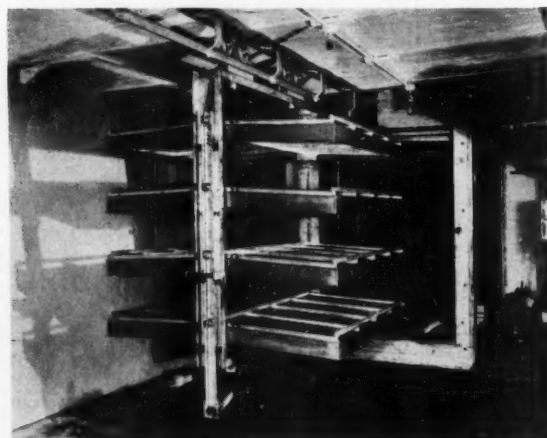
### Freezing Fish With Brine Spray

**A** FREEZING system of a new type that will freeze upwards of 1000 pounds of fish in 45 minutes and which can be used also for handling other kinds of perishable foods, has been developed by William J. Hendron, chief engineer of the Booth Fisheries Company. It has been installed in key plants of the company in the United States and Canada and has proved both economical and efficient in operation.

The equipment consists of one or more chambers, well insulated, waterproofed, and provided with water tight drainage. The fish or other foodstuffs to be frozen are placed in Monel Metal trays, fitted with covers of the same material, and hung from a heavy carriage mounted on a monorail. This carriage moves the trays under brine sprays in the chamber and when the freezing process is completed carries them to storage or packing rooms. A system of rollers automatically operates the covers of the trays so that when they are moved into the freezing chamber the cover is closed and opened when they are moved out.

In some plants the system consists of several freezing chambers, while in others there is only one. The chamber can be equipped with both front and rear doors so that when one set of trays is moved out at one end another carriage with additional trays, already packed, can be moved into the chamber from the other.

The carriage is stationary, of course, while in the freezing chamber. During this period the trays are sprayed with brine on top and bottom. The brine from the sprays is drained from the floor of the chamber and pumped into circulation again. The accompanying illustrations will give an idea of how the system is operated. Monel Metal is used for trays and for covers to prevent corrosion and to facilitate cleaning after loads are run through the freezing chamber.



**East to West,  
North and South  
in Storm or Calm**

**..since 1881**



**SHIPMATE  
RANGES**

**have cooked for  
Able Seamen  
Faithfully and  
Well....**

Manufactured by  
**THE STAMFORD FOUNDRY CO.**  
STAMFORD, CONN.

## The Fishing Gear Mart

Use this page to buy or sell any kind of Fishing Equipment. Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

### MARINE BARGAINS

The SO-CALLED DEPRESSION has brought forth a Buyer's Market, in all types of Commercial Craft. Why not take advantage of it? The time to buy is right now! Never in our experience, dating back over 30 years, have we seen such bargains. Write us in detail as to your requirements and watch results. We also have good bargains in Marine engines both gas and oil—all sizes and types. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, MAINE.

### FOR SALE

Menhaden Steamer A. T. Serrell rebuilt at Newport Shipyard. Hull in splendid condition. 75 gross tons, 71 feet long, 19½ feet wide, 8 feet draft. Boiler, pumps, engine and all equipment in excellent condition. Must be sold. Price upon application to Tallman & Mack Fish & Trap Company, P. O. Box 217, Newport, Rhode Island.

### FOR SALE

Fishing schooner *Audrey and Theo*. Length over all 58 ft.; beam, 15 ft; draft, 9 ft. Heavy Duty 3-cylinder Palmer. Price \$3,000. Apply Newcomb & Co., Newport, R. I.

### FOR SALE

150 h.p. Fairbanks-Morse C-O engine with sailing clutch in A-1 condition. T. Ralph Foley, Gloucester.

### FOR SALE

New fishing boat 42 x 12.6 x 5. Oil engine, speed 10 miles per hour. Boat has swordfish gear, otter trawls and mackerel nets. Address Box 31, Atlantic Fisherman, Goffstown, N. H.

### FOR SALE—NEW HULL

57 ft. long, 14-6 beam, quarters for 6 men. Full Ketch Rig. Fine boat for swordfishing, netting or dragging. Extra heavy construction. Can be made ready for fishing in two weeks. Price reasonable for quick sale. Casey Boat Building Co., Fairhaven, Mass.

## PIER MACHINE CO., Inc.

### Marine Engineers

### Crude Oil and Gasoline Engines

Installing and Repairing Marine Electrical Works  
Electric and Gas Welding Boiler Repairing  
Machine Work of all kinds Coppersmiths

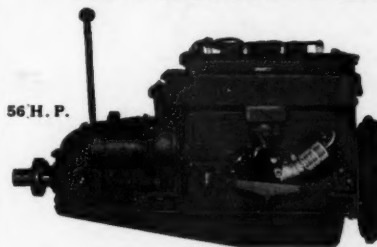
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257 Northern Ave.

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## "The Fisherman's Engine"



56 H. P.

4 Cylinders:  
22-48 H.P.  
25-56 H.P.  
6 Cylinders:  
35-70 H.P.  
40-81 H.P.  
45-97 H.P.  
49-101 H.P.  
53-105 H.P.  
60-111 H.P.  
68-121 H.P.

All Models furnished with or without Reduction Gear.

## BUDA "Hivelo" Series

Buda "Hivelo" engines are made strong and sturdy, and the facts speak for themselves. 3-inch crankshaft. 5 main bearings in four cylinder engines and 7 mains in the sixes. Chrome nickel iron cylinder block. Pressure lubrication to all main and camshaft bearings, to piston pins and reverse gear. Oil tight packing gland. Large double annular and end thrust ball bearings. Cast iron oil pan. Replaceable valve seats. Write for Bulletin No. 764.

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HARVEY (Chicago Suburb) ILLINOIS  
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## The Buda Fisherman's Engine

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## WILLIAM FROST JONESPORT, MAINE DESIGNER AND BUILDER OF BOATS

SPEED AND WORKMANSHIP  
GUARANTEED—STORAGE YARD  
REPAIRS—HAULINGS UP TO 100 TONS  
GOOD SERVICE ASSURED IN OUR  
NEW MODERN PLANT



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Special "FISHERMAN" Compass

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Wharf St.

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### Announcing

#### GAUSE'S GAS-OIL MANIFOLD

The new invention that changes a gasoline engine into a crude oil burner.

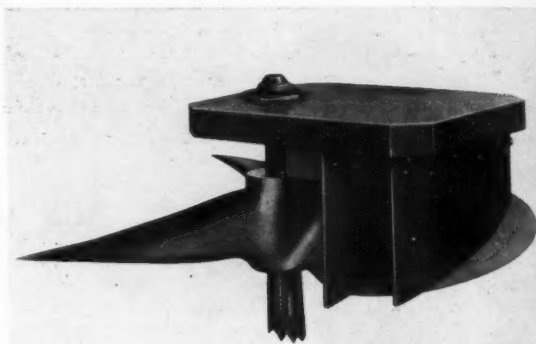
Manufactured by

**G. R. GAUSE**

FERNANDINA

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Many good territories now open.  
Dealers write for discount.



An Acme Template, a simple, inexpensive and effective device for measuring propeller distortion.

### Acme Templates Check Propeller Accuracy

**A**CME Propeller Templates, 2212 Calvert Avenue, Detroit, have designed a simple, inexpensive and effective device for measuring propeller distortion.

There is an Acme Template for each size wheel that cannot be used on a wheel of any other size. With the template the pitch formation of the blades can be checked quickly for distortion which frequently results in wasted power, reduction of speed and power, and which is very apt to be the source of mysterious and annoying vibrations.

Propeller distortion is not always due to grounding, however, striking some floating obstacle is almost a daily occurrence.

Even though a wheel may appear perfect to the naked eye, the template often shows a distortion of pitch that cuts down engine revolutions, lessens the speed of the boat and sets up serious vibration periods.

Acme Templates take up very little room and can be carried as part of the regular boat equipment, permitting a check up at frequent intervals to insure the maximum performance of the boat. Prices range from \$7.50 to \$10.00.

### Ten Years Ago In The Atlantic Fisherman

**O**N June 17 the *Puritan*, Capt. Jeff Thomas, sailed out of Gloucester Harbor on a halibut trip. Nine days later she struck a bar on Sable Island and was completely destroyed. She was launched in March, 1922, and was 137 ft. 9 in. by 25 ft. by 14 ft. 6 in.

Capt. Ben Pine and M. J. Cooney of Gloucester took over and fitted out the *Elizabeth Howard* for the purpose of entering her in the Fishermen's Races.

Supplies of lobsters were plentiful during July, the third week showing a substantial overstock. Buzzards Bay was the choice lobster grounds. Lewis Ramas brought in 750 pounds on July 10; 921 pounds on the 14th; and 600 pounds on the 16th. The price held close to 30c during the month.

The first swordfish trip of the season was landed at Boston on June 21, in the schooner *Hazel Jackson*, which brought in the fish, receiving 31c per pound.

Fishing vessels arriving July 10 at South Boston brought 1295 large swordfish, the largest number ever brought to Boston in a single day.

A swordfish spawn weighing 15 pounds was removed from one of the 8 swordfish landed at New Bedford June 25 by the sloop, *Mary C.*, Capt. Joseph Mello. This was the first spawn of this fish ever seen here by A. F. Childs, President of the New Bedford Fish Co., who had been in the fish business 45 years. It always had been a mystery as to where swordfish spawn, and the fact that spawn had never been found in a fish landed here had led to various speculations as to where the female fish laid her eggs.

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**PETTIT  
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TIDE TABLES. FIGURES FOR EVERY HARBOR.

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#### For Trawling Gear



Gear is under perfect control at all times. It can be stopped and started under load.

The simplest friction clutch made. Sprocket is mounted on ball bearing sleeve—the whole on stub shaft, attached to fly wheel of engine.

Write for special circular.

**KINNEY MANUFACTURING CO.**

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Be sure to get the original  
**TARR & WONSON**  
**COPPER PAINT.** None  
genuine without our com-  
plete name and trade  
mark, the full  
rigged ship at sea.

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